THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the INY, LT'D. LONDON. dodwell & Co., Limited. General Managers.

NEW SERIES No. 1324. 日一升月八年五十二緒光

MONDAY, SEPTEMBER 25, 1899.

一拜禮 號五十月九英港香

THIRTY DOLLARS PER ANNUM.

Banks.

TOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND Yen 12,000,000 RESERVE FUND 7,300,000 Head Office: YOKOHAMA.

Branches and Agencies. TOKIO. LONDON. NAGASAKI. NEW YORK. SAN FRANCISCO. HONOLULU. BOMBAY, -SHANGHAL TIENTSIN.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. PARŘS' BANK, LD. THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY: -INTEREST ALLOWED. On Current Account at the rate of 2 per centper Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Hongkong, 1st August, 1899.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office :-- SHANGHAL

Branches and Agencies. CANTON. HANKOW. -CHEFOO. PEKING. SWATOW: FOOCHOW. TIENTSIN.

"HE Bank purchases and receives for collection Bills of Exchange, drawn on the above places, and Sells Drafts and Telegraphic. Transfers Payable at its Branches and Agen-

HONGKONG BRANCH. Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months. E. W RUTTER,

Acting Manager. Hongkong, 15th October, 1898. THE NATIONAL BANK OF CHINA

LIMITED. HEAD OFFICE:-HONGKONG.

Board of Directors:-Chan Kit Shan, Esq. Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. D. Gillies, Esq. J. T. Lauts, Esq.

Chief Manager, GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 %

Hongkong, 30th May, 1899. THE CHARTERED BANK OF INDIA, -AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-HOLDERS£800,000

NTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent. ,, ,, 6 ,, ... 31 ,,

T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898.

LIONGKONG AND SHANGHAI' BANKING CORPORATION.

RESERVE FUND\$11,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS:

R. M. GRAY, Esq., Chairman.

N. A. SIEBS, Esq., Deputy Chairman. E. Goetz, Esq., A. J. Raymond, Esq. R. H. Hill, Esq. P. Sachse, Esq. The Hon. J. J. Keswick. E. Shellim, Esq.

A. McConachie, Esq. | R. Shewan, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON.

MANAGER: Shanghai-J. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance. ON FIXED DEPOSITS:

For 3 months, 21 per Cent. per Annum.
For 6 months, 31 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
THOMAS JACKSON, Chief Manager.

Hongkong, 19th August, 1899.

HONGKONG SAVINGS BANK.

THE Businessofthe above Bunk is conducted by the HONGKONG AND SHANGHAL BANKING CORPORATION. Rules may be

obtained on application.
INTEREST on deposits is allowed at 31 PER Depositors may transfer at their option balances of \$100 or more to the Hongwong arep-

SHANGHAL BANK to be placed on FIXED DEPOSIT at 4 PER CENT, per annum. For the HONGKONG AND SHANGHAR BANKING CORPORATION, T. JACKSON,

Chief Manager. Hongkang, 1st August, 1891. Entimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

-----(: o :)----SHANGHAI ... Parramatta... A. Symons......................... About 29th Sept. ... Freight or Passage." LONDON, &c., ValettatC. F. Preston, R.N.R., Noon, 30th Sept. ... Freight or Passage. LONDON | Candia W. H. Haughton, R. N.R. About 24th Oct. ... Freight only.

. * (Passing through the Inland Sea . . . , *Tid* Marsemai s.

Hongkong, 23rd September, 4899.



RYE WHISKY.

Distilled and bottled by:-

CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

-Has-the Largest-Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

15, Queen's Road,

\$12.00

12, QUEEN'S ROAD.

Hongkong, 19th May, 1899.

No. 5-B, BUND, YOKOHAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager,

NEW SEWING MACHINES, HAND and TREADLE.

BEST AND CHEAPEST ON THE MARKET.

W. POWELL & Co.,

For Further Particulars apply to-

H. A. RITCHIE, Superintendent.



HIRAM, WALKER & SONS, Limited.

Ager and Genuineness Guaranteed by the Excise Department of the

= SOLE/AGENTS.

Hongkong, 5th September, 1899.

IS THE BEST.

... PER DOZEN.

H. PRICE & Co.,

THE CLUB HOTEL LIMITED.

supplied with excellent Guisine and Good Wines.

NEW FIRE GRATES,

THE MOST POPULAR IN THE ORIENT.

Immed. Opposite P.O., 1st floor.

Entimation.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World. Used by all the Principal Hospitals, Supplied to British and Foreign Governments, and Sold by over 150,000 Customers throughout the United Kingdom alone. And also in Every Civilised Country in the World. AGENTS FOR CHINA:

Westkins, Limited.

Eusurances.

189

NEW-YORK LIFE INSURANCE Co.

(In 313 working days of eight hours each.) PAID TO ITS POLICY-HOLDERS

\$129.19 EVERY MINUTE:

\$7,751.38 LVERY HOUR: \$62,011.04

EVERY DAY: \$373,258.76 EVERY WEEK:

EVERY MONTH

\$19,409,455.6 From January 1st to December 31st.

Head Office for the EAST, SHANGHAI. A line addressed to Mr. A. H. Myers, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBERG & CO. and BIRLEY DALRYMPLE & CO., & KOMOR,

35, WATER STREET, YOKOHAMA

Agents, Hongkong. NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG,

THE Undersigned AGENTS of the above Class FOREIGN and CHINESE RISKS at

CURRENT RATES. 36, Division STREET, KOBE. SIEMSSEN & Co. Hongkong, 15th March, 1898. Hongkong, 28th May, 1895.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN ... HONGRONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASDESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENTTHOMAS SKINNER. DODWELL & CO., LIMITED; General Managers.

PEAK HOTEL

CRAIGIEBURN. THE PEAK HOTEL is situated at Victoria. Gar, adjoining the Tramway Terminus, 1 1,350 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHOLA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),

Shanghai.

9, Old China Street,

EQUITABLE LIFE ASSURANCE SOCIETY

UNITED STATES.

DECEMBER 31st, 1898

Outstanding Assurance\$987,157,134.00 Assurance Applied for in 1898... 198,362,617.00 Examined and Declined 30,318,878.00 New Assurance Issued...... 168,043,739.00 Income 50,249,286.78

Assets December 31st 1898..... 258,369,298.54 Assurance Fund...... 198,898,259.00 Allother Liabilities \$2,160,550.27 201,058,809.27 Surplus..... 57,310,489.27

Paid Policyholders in 1898 ... 24,020,523.42

STRONGEST IN THE WORLD. The Surplus now amounting to more than \$60,000,000 belongs exclusively to Policyholders.

The Surplus of a Life Assurance Company

is the Fund from which all Dividends MUST be paid. The Equitable of the U.S. has by several millions Sterling the largest Surplus of any

Life Assurance Company in the World. DIVIDENDS. In the last 6 years the 'Equitable' paid Dividends to its Policyholders amounting to more than \$14,000,000, or nearly 1,500,000 more than the Company which came

nearest to it. Apply for Particulars of the Guaranteed Cash. Value Policy, to the Society's Hongkong

Acting Manager. Hongkong, 18th September, 1899. [1188a

HONGKONG ST. ANDREW'S SOCIETY. THE ANNUAL GENERAL MEETING for the purpose of receiving the Report of the Committee and Statement of Account for the past year, Electing a Committee for the ensuing year and for the Transaction of General Business, will be held in the CITY HALL, TO-

MORROW, the 26th instant, at 6 P.M. SPECIAL GENERAL MEETING.

THE Committee convenes a SPECIAL GENERAL MEETING of the Members of the Society, to be held immediately after the Annual General Meeting, for the purpose of considering and passing certain alterations in the Constitution and Rules of the Society. JAMES M. FORBES, Hon. Secretary.

Hongkong, 16th September, 1899. DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEET-ING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 30th instant, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1899. The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 30th instant,

both days inclusive. DOUGLAS LAPRAIR & CO., General Managers, Hongkong, 11th September, 1899.

CHINA TRADERS' INSURANCE CO., . LIMITED. NOTICE TO SHAREHOLDERS.

HE THIRTY-THIRD ORDINARY the above Company will be held at the HEAD. OFFICE, Victoria, Hongkong, on TUESDAY, the 10th October, at Twelve o'clock, Noon,

for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th?

April last and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from 26th instant to the 10th October, both days inclusive.

By Order of the Board of Directors, . A. S. GARFIT. Acting Secretary.

Hongkong, 18th September, 1899. [11894]

To-dan's Advertisements.

ZETLAND LODGE,

No. 525, E.C. REGULAR MEETING of the above A. LODGE will be held at the FREEMA SONS! HALL, Zeiland Street, on MONDAY, the 2nd October, at 8,30 for 9 p.m. precisely Visiting Brethren are cordially invited to attend. Hongkong, 25th September, 1899.

DOUGLAS STEAMSHIP COMPANY,

FOR SWATOW. THE Company's Chartered Steamship

" NANYANG." Captain Lehmann, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Mangers. Hongkong, 25th September, 1899.

"DOUGLAS STEAMSHIP COMPANY; FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING." Captain Hodgins, will be despatched for the above Portsyon WEDNES DAY, the 27th instant, at to A.M. For Freight or Passage, apply to

DOUGLAS LAPRAIR & Co., General Managers. Hongkong, 25th September, 1899. CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE THE Company's Steamship

Captain Nelson, will be despatched on

FRIDAY, the 29th instant, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B .- Return Tickets issued by this Company to and from Austrat.ta are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to

BUTTERFIELD & SWIRE. Hongkong, 25th September, 1899. CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA. THE Company's Steamship.

"TAIYUÂN," Captain Nelson, will be despatched above on FRIDAY, the 29th instant, at Noon. The altention of Passengers is directed to the Superior Accommodation offered by this-Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 25th September, 1899. THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED. FOR MANILA (DIRECT). THE Company's Steamship

"ESMERALDA," | Captain Cobban, will be despatched for the above Port, on SATURDAY, the 30th instant,

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light. For Freight or Passage, apply to SHEWAN, TOMES & Co.,

General Managers, Hongkong, 25th September, 1809. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

¹MAIDZURU MARI - Captain T. Ogata, will be despatched for the

above ports, on SUNDAY, the 1st October - at Daylight, For Ereight on Passage, apply to MITSULBUSSAN KAISHA, Hongkong, 25th September, 1899.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. I'HE Company's Steamship

" CALCHAS," Captain Gregory, will be despatched as above on TUESDAY, the 17th October, For Freight, apply to A. BUTTERFIELD & SWIRE,

Hongkong, 25th September, 1899. . . [1216a] OCEAN STEAMSHIP COMPANY:

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

'ORESTES." Captain Pulford, will be despatched on TUESDAY, the 31st October. For Freight, apply to

BUTTERFIELD & SWIRE, Hongkong, 25th September, 1899. NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG-AND-SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignces of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed

Cargo remaining on board after the 28th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharfand Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co.,

Hongkong, 25th September, 1899.

To-day's Advertisements.

VICTORIA BATHING CLUB.

THE HALF-YEARLY MEETING will be held at the CLUB-HOUSE, TAIWAN, on THURSDAY, the 28th instant. BUSINESS:-To receive the Half-Year's New Members.

Report and consider Rules with regard to All Members are particularly requested to attend.

Laumth as usual.

By Order of Committee, EDWARDS,

Hongkong, 25th September, 1899.

GOVERNMENT NOTIFICATION. No. 511:

ITHE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 2nd day of October, 1899, at 3 P.M., are published for general information.

By Command. J. H. STEWART LOCKHART,

Colonial Secretary. Colonial Secretary's Office. Hongkong, 16th September, (1899. 1222a

Particulars and Couditions of the letting by Public Auction Sale, to be held on Monday, the and day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order o His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the OUEEN for one further term of 75 years. PARTICULARS OF THE LOT.

of Sale.		Bour Measur	idary rement.	My in Rec.	Kent.	Price
No. of Regist	Lipcality	5. 8.	r. w.	Conter-Square	Angua	T.p.e.
-	. 1	fι. (t.	fi. fi.		\$	*
Koalisan Mat	, Mong Kok Tsui.	380 g (2 0	ton too	2 - 113	, Tia	9,600

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY GEN-HOLDERS will be held at the OFFICE of the Undersigned, at 12, o'clock (Noon) on SATURDAY, the 14th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to the 14th October, both days inclusive, JARDINE, MATHESON & Co.,

General Agents. Hongkong, 25th September, 1899.

AN APPEAL

THE SUBERIORESS of the ITALIAN CONVENT, MAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. · Ladies and Children's Under-clothing Chil dren's Dresses, and a.. kinds of Embroidery,

Materials can be supplied, if required. The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools,

who are taught by the Sisters. Hongkong, 22nd April, 1892.

fintimation.

A. S. WATSON & Co.,

SEEDSMEN:

OUR SHIPMENTS OF FLOWER AND

VEGETABLE SEEDS

OR THE SEASON 1899/1900 ARE NOW READY FOR DELIVERY. Orders are executed from New

Stock only.

Priced Catalogues, with Hints for Gardening, can be obtained , on application.

These SEEDS are supplied to us by the best growers in the World. It is particularly requested that care be taken when sowing, and supervision exercised over Chinese gardeners, whose incompetence in deal ling with the seeds may sometimes lead to disappointing results.

CLAY'S FERTILIZER Supplies natural nourishment to

the soil. In Tins.

-28lbs:--,.-\$4,50

RANSOME'S LAWN MOWERS. the Market. Supplied at Manufacturer's Prices.

FERMINGER'S MANUAL OF GARDEN ING FOR THE TROPICS PRICE \$7,50.

A. S. WATSON & Co., Limited. ESTABLISHED A.D. 1841.

(he Hongkong Celegraph

HONGKONG, MONDAY, SEPTEMBER 25, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL CRISIS.

Events with regard to the crisis in the Transvaal are, moving but slowly, the Bri tish authorities do not appear to be in a hurry to precipitate matters and seem desirous to spin out the time by diplomatic negotiations. We have heard many folk express the opinion that to do so is simply so much time wasted, but we do not share this opinion. If war is to come, then it will be just as well to have everything prepared for it; men, horses, guns and ammunition upon the spot and the commissariat department ready to the last ounce of tea and biscuit. It must not be forgotten that the troops were not to leave India for South Africa until to-day, and so, by delaying until the 29th, when our demands are to be be considered in Council, time will be gained to allow these troops to get well upon their way and in the event of an outbreak of hostilities we shall be prepared to act on the offensive at once without any weary delay awaiting the arrival of reinforcements. It is not to be wondered at that the British Government is, not anxious to precipitate a war, War nowadays is a much more terrible thing than it was even a quarter of a century ago and a struggle with the Boers would prove to be as hard a one as we have been engaged in for years. True, we have improved in our methods and means of warfare since the last Transvaal war, but so have the Boers. They are just as up to date in the matter of weapons as we are and they have an additional advantage in fighting in their own country. while our troops will have to manœuvre in a strange land. It may be that the Boers will commence hostilities, and if so no doubt our men who are now on the spot will be prepared to act until their reinforcements arrive. We shall require a large force if it comes to a fight and we certainly think that it is better to have all preparations made beforehand so that there can be no delay in the forward movement. We have no desire

REUTER'S TELEGRAMS.

to see the British troops court disaster, as

happened once before in South Africa.

. THE DREYFUS AFFAIR.

LONDON, September 22nd. Capt. Dreyfus is staying with his relatives at Carpentras. General Gallifet has issued an order to the Army declaring the Dreyfus incident closed and ordering it to be forgotten:

THE TRANSVAAL CRISIS. At a meeting of the Orange Free State Raad President Steyn virtually accused Great Britain of a breach of faith and said he was not inclined to advise the Transvaal to accept the latest British demands. He also said that the Orange Free State was bound by treaty to assist the Transvaal,

THE CABINET COUNCIL.

The Cabinet Council resulted in a despatch to the Transvaal regretting the rejection of the offer of the British Government which would now proceed to formulate its own proposals for a settlement and that these would be considered in Council on the 29th instant.

WEATHER REPORT.

The Observatory report says:-

On the 24th at 11.55 a.m. Barometric changes are slight. Pressure remains high over the interior of China, and low in the Pacific to E. or S.E. of the Loochoos. Gradiene slight tomoderate with fresh monsoon on the wast and in the N. part of the China Sea. FORCAST: Moderate N.E. winds ; fine.

On the 25th at \$1.50 a.m. The barometer has fallen slightly on the China coast. The typhoon is situated to the S. of the Loochoos, and apparently moving slowly westwards at present, Pressure is high over the interior of China and in the Pacific, to the E. of Japan. Gradients slight to moderate for N. and N.E. winds on the China coast. FORECAST: -N. winds, light or moderate; fine.

LOCAL AND GENERAL.

ON the ist of September a branch of the Hongkong Post Office was opened at Wei-hai-wei.

A LICENSE for the celebration of marriages has been granted to the American Board Mission

Two children were burnt to death in a fire which occurred at Shantung Road, Shanghai, on the 20th inst.

MR. E. R. Hallifax has been gazetted as Police Magistraté and Justice of the Peace in the New Territory, *

A TEAM of the Royal Artillery and a civilian team will play a polo match on Wednesday for the May-Challenge Cup.

-City-Hull-Museum-for the week ended 24th September, are: - Europeans 198, Chinese 1,902; total 2,100.

THE Bangkok Times of the 12th inst. says that the premises now occupied by the Chartered Bank of India, Australia and China and by Messrs. Falck & Beidek have been sold to the former institution for Tcs, 200,000.

IN the Gazette are published additional con-The Best and Cheapest Machines in The object of the condition is to bring the ditions to be attached to eating house licences. houses under better control and to prevent their being used for improper purposes.

> ELECTRICITY is making rapid strides in the troops to that port. In connection with the Calcutta and punkali wallaks will soon be a thing of the past, as the introduction of electric | taken by one of the postal employes in the fans is becoming very general in the shops, public buildings, and private houses, while one or two of the churches expect to be fitted up

Shanghai, says the Shanghat Daily Press, and shortly be issued. An influential Directorate American manufacture, has already been negotiated for.

THE annual aquatic sports in connection with the Victoria-Recreation Club commenced today, and will be continued to morrow and Wednesday. To-day's programme included:--Club Championship (Plunging); Four Lengths (Army, Navy, and Police). Team Race; and Championship.

THE Universal Gazette states that the Japan ese are turning their entire attention to the construction of two railways in Foechow, one from Foochow to Yenping, to Kiukiang, and one from Foochow to Amov. It is stated that Japan will not cease to make chorts until her demands are granted.

ACCORDING to the Petit Parisien, a hitherto unknown islet has been discovered off Cape Doumeirah. Lieutenant Blondiaux has been ordered to survey it and report on its exact position. Should it lie south of the promontory it will belong to France, and will be immediately occupied and strongly fortified.

WHEN Queen Victoria's statue in Albert Park was recently unveiled by Lord Ranfurly, none present were more pleased than the Maoris. Their first exclamation was "Aue!" and, then. when they looked critically upon the ample bronze proportions of Her Gracious Majesty, and noted her copper-coloured features, they said. "All right; all the same as ourselves; She is one of us \mathbb{N}

THE Hupao's Tientsin correspondent states that Chang Ben-mao Vice Director-General of Northern Railways, is now engaged in borrowing money to construct a short railway from Peking to Kalgan, and that it is believed that an English syndicate, will undertake the job. This railway is evidently the Chinese answer to the Russian scheme of building a branch line to connect the Manchurian railway with Peking.

A NATIVE paper says that Li Ping-heng, former Governor of Shangtung, has been commanded to enquire into the charges made againt the Manchu Governor and Lieutenant General in Moukden by the Gensors. On his parting interview with the Emperor, Li pointed out the outrageous conduct of the Russians and the inefficiency of the Chinese troops there to cope with them. Some improvements will therefore be made in the Manchu forces.

A DELEGATE of the Ceylon tea industry who some time ago visited Russia reported to the British authorities various violations of commercial treaties with Great Britain in the different Customs charges on tea which gave preference to the overland trade through Siberia. The result of the negotiations with the Russian Government is that China teas going overland will in future have to pay the same as Ceylon and China teas entering Russia

THE prospectus, of the Shanghai, Pulp 8 Paper Co., Limited, has been published. The capital will be. Tls. 450,000 in 4,500 shares of Tls. 100 each, of which 1,250 are offered for public subscription. Messrs. J. P. Bisset & Co., in their share report dated Shanghai, 18th September, say works of this kind are successful in Japan, and there is no reason why they should not succeed at Shanghai. The former attempt to establish a paper mill failed through want of money to complete the works.

THE Japan Mail prints another addition to the list of parrot stories. The bird in question used to live in a public-house bar, where there was always a great trade on Saturday nights. One evening the parrot was missed. Search. was made, and at length it was discovered in the middle of a field surrounded by crows, who were steadily plucking out its feathers. As the rescuers approached the now half-naked bird was heard to call out: "One at a time, gentlemen, if you please; if you only wait you'll all be served."

COMMENTS on the Drefus case by the N. C. Daily News seems to have the Echo de Chine in a very sore spot. As to French injustice, in no other country, says the Shanghai French organ, would the sense of justice have been strong enough to secure a new, trial in such a case. Our contemporary says that it was itself in favour of revision, but now that a second trial has taken place it maintains that the verdict should be accepted. What, it asks, would England have thought if the, French press had taken up the Maybrick case in the spirit in which the English press has taken up the Dreyfus case?

INFORMATION of an interesting character has been furnished to the Tokio Asahi with reference to the purchase of Japanese railway debentures by foreign capitalists. The latter are now willing, our contemporary says, to invest their money at 5 per cent. provided that, first the amount of the railway's capital is definitely fixed; secondly, the dividends paid since the The returns of the number of visitors to the opening of the line are clearly set forth; thirdly, an undertaking is given that no loan has been previously contracted, and that none will be hereafter contracted; and, fourthly, that the interest on the debentures is paid abroad so as to secure it against taxation.—Japan Mail.

> THE steamer Talegami-Maru arrived at Nagaaski from Onomichi on Saturday morning, 9th -September, with the U.S. troops from the wrecked steamer Morgan City. During the day the troops were disembarked and taken to C. L. Gorham. godowns belonging to a local, foreign firm, which had been comfortably fitted up for the men's reception. The Ohio arrived on the 11th from Manila and, after coaling, was to convey

wreck, some interesting snap-shots have been. U.S. service. One of the pictures shows the transport going down by the stern, with men swimming and others jumping from the sinking vessel.—Nagasaki Press.

A STEAM faundry is about to be established in | THE American transport Garonne, from Seattle for Manila, arrived at Kobe on 14th inst., reports the prespectus of a fairly wealthy company will, the Kobe Hernid. She is a vessel of 4,000. tons and is under the command of Captain C. is assured and the machinery, which will be of, G. Conrad. She catries 387 horses and 74 cavalrymen. The vessel was to remain a week at Kobe. The horses were to be fed on the banks of the Minatogawa or on the vacant lot: near the Shinkwa, Hiogo.

> ALMOST every other week, says the China Gazette, a robbery from a foreign dwelling in Tientsin has been recorded for months past, ter at Peking with reference to the working of and the authorities native and foreign appear to be very helpless in the matter. A stop will now probably be put to these nightly depredations, as we hear that a foreign employee of the I.M. Customs has shot one of these nocturnal prowlers whom he caught in his house in the middle of the night.

A DEPUTY of Foreign Affairs belonging to the Nauking Viceroyalty, namely, Yu Sui-wan, once well-known in Hongkong, arrived here on the 19th inst., from Nanking to represent the Viceroy with regard to the final erection of the boundary stones of the new Settlement Extension. As, however, the local mandarins have their hands full in dancing attendance upon the newly arrived Governors of Kuangtung-and Kiangsu, viz, Lu Chuan-lin and Te Shou (Manchu), respectively, and other, high with you further on the subject. officials to arrive, it is believed that the work of setting up the boundary stones, will not be begun until 'a week or ten days from now,-N. C. Daily News, 1

REFERRING to the returning of the American Peace Commissioners to the United States the Manila Times says :- The Peace Commission | to the observations on the Rules and Regulais still to retain its offices and transact business. as usual in the Concordia. All that has happened is that Colonel Denby and Mr. Worcester have been suddenly recalled to Washington. They are to return, because they are going to Washington for the purpose of holding consultations with Admiral Dewey and Mr. Schurman and then laying their views before Congress. when it meets. Probably, if all goes well, Colonel Denby will return as soon as possible to these islands. There is no reason for any scare sensation whatever.

The second secon

In the Mixed Court at Shanghai, reports, the China Guzelle, a respectable looking young Chinaman, described as the son of one of Taikoo's compradores, was charged with obtaining money by false pretences, i.e., by a bogus Hongkong and Shanghai Bank cheque, purporting to be for Tls. 38, which was innocently paid over by a Chinese bank. It appeared the prisoner got possession of a leaf from a cheque book belonging to a firm in which he recently was employed and filled it up for the sum named. He did not fill in any name, but wrote after the Tis. 38 "and, pay no more," while he filled up the place for the signature with the words "I wrote this"! The cheque was presented to a Chinese bank, which took these three words for a foreigner's signature and paid over the money, the fraud being only -discovered when the cheque came into the Hongkong and Shanghai Bank for payment. Mr. !. Turner attended in Court on behalf of the Hongkong and Shanghai Bank. The prisoner's defence was that a friend was pestering him for a loan and; to rid himself of his importunities he (prisoner) gave his friend the cheque! He was sentenced to two months imprisonment.

CONCERT AT MOUNT AUSTIN.

A capital concert was given last night a Mount Austin by several Royal Welch Fusiliers assisted by a few amateurs. There was a good audience, most noticeable amongst those as sembled being H.E. the Governor. A great attraction on the programme was the announce ment that Miss Queenie Lambert would dance which was responsible in a great measure for the good attendance. The "Washington Post" was the first item, given by the Orchestra, and then Sergeant Robertson made his debut in a song entitled the "London Town Girl," and acquitted himself right well. In a good bari-Hone voice Sergeant Clarke rendered "The finest flow of language ever head," eliciting an encore. A song by Sergi. Norman, "It's hard to say Good-bye," was well received, and Corpl. Hart was encored for "You 'ave to 'ave em. Mr. C. Grace, one of our local amateurs was loudly applauded for his effort, "The Yeoman's Wedding," Private Burke favoured with a dance, and Sergeanta Palmer had to appear again after singing "Good old Rasheiny, One of the tit-hits of the evening was a recitation by Mr. Norvel McGregor, of the Janet Waldorf Company (the later, by the way give a performance on Thursday, at the City Hall). Lieutenant Walwyn, one who has gained for himself a good, name in singing comic songs, was encored for his solo "The Goose and the Golden Eggs." This song has a swinging chorus and was heartly taken up by the audience. Miss Queenic Lambert came in for a round of applause for her dance effort. This was specially given by request o the R.W.F. Fusiliers. The song "Drinking was rendered by Sergeant Balsden. The bes encomiums were tendered to Sergeant Howel for his song "Why should husbands work?" The last item, a solo entitled "Hen-Wlad-Fyn-Nhadan " (National Anthem) was well sung by Private Loderick, the men of the regiment present heartily joining in the refrain. "God Say the Queen " ended a most pleasant evening.

SALES OF CROWN LAND.

Two lots of Crown Land (226, 450 sq. ft.) at tion to-day by Mr. King, Land Bailiff, and \$22,660. A lot (4,085 ft.) at Tai Kok Tsui, Kowloon, was bought by Messrs. Arnold, Karberg & Co. for \$1,041; and another lot (30,000 ft.) in. Barker Road, was purchased for \$3,620 by Mr.

THE PLAGUE.

do. during past 48 hours, ...

Deaths reported to 23rd instant

INLAND WATERS STEAM NAVIGATION.

The following is a continuation of the correspondence on Inland Waters Steam Navigation forwarded to us by the Chamber of Com-

THE CONSULTO THE SHIPPING COMPANIES. British Consulate,

"Canton, 6th May, 1899, Gentlemen, Referring to your letter of March 28th, forwarding a joint petition of British shipping firms to Her Majesty's Ministhe Inland Steam Navigation, Lam directed to hand you the enclosed reply, and have to ask you to communicate it to the other British firms interested.

I am, Gentlemen, Your obedient servant,

"R. W. MANSFIELD. Messrs. Jardine, Matheson & Co., Hongkong.

H.B.M.'S CHARGE D'AFFAIRS TO THE ...

SHIPPING COMPANIES. Peking, 27th April, 1899. Messrs. Jardine, Matheson & Co., Messrs. Butterfield & Swire, Hongkong, Canton & Macao Steamboat Lo.

Gentlemen,-I beg to acknowledge receipt of your letter of 28th March with reference to the provisions of the Regulations and Rules for the Steam Navigation of the Inland Waters of

The various questions raised by you are receiing my close attention and twill communicate I am; Gentlemen, 🔅

Your obedient servant, H.O. BAX IRONSIDE.

Peking, 17th May, 1899. Gentlemen,-In continuation of my letter to you of 27th April, I beg to inform you that I have been in communication with the Inspector General of Maritime Customs with reference tions for Inland Steam Navigation in China made by you in your letter to this Legation

of 28th March. Sir Robert Hart was entrusted by Chinese Government with the task of drawing up these Rules and Regulations and his views on the subject are therefore of considerable importance. He has written to me a reply dated 12th instant, copy of which I enclose for your information.

The system is, of course, upon its trial and is being carefully watched and reported upon by Her Majesty's Consuls in all parts of China. It should be given due time to afford a fair test of its merits. Your remarks as to the West River trade will be borne in mind in case revision prove to be necessary. I am, Gentlemen,

Your obedient servant, H. O. BAX-IRONSIDE, To Messis, Jardine, Matheson & Co., Messis. Butterfield & Swire, Hongkong, Canton and Macao Steamboat Co., Limited,

THE INSPECTOR-GENERAL TO H. B. M.'S CHARGE D'AFFAIRES. Inspector-General of Customs, Peking, 12th May, 1896. Sir,-I have the honour to acknowledge your communication of the 27th April concerning

Steam Navigation Inland. 2.-When the Ministers of the Yamen originally decided to memorialize for authority to open the inland waters to steam the idea was simply to permit steamers to do what junks and boats do subject to the same inland charges, but when the privilege was extended to include foreign flag steamers some modifications were introduced in the fules first drafted. While the object of these modifications was to secure for the foreigners' concerned the benefit of certain treaty stipulations therewith connected, their effect has been to create difficulty for the scheme generally, for, whereas the origial plan was to apply inland local regulations in all their integrity to steamers as well as junks, and, by thus protecting the revenue, insure the support of the provincial, officials, the introduction of the treaty element necessitates an exceptional. procedure which interferes with former practice, makes taxation more difficult, tempts Chinese owners to buy foreign flags, and alarms and alienates both the inland authorities responsible for, and inland administration dependent on, inland revenue. The very sanctioning of the modification referred to created a necessity for strictness in interpreting the other parts of the inland steam privilege, and accordingly, in order both to protect and keep separate the Imperial Maritime and the Provincial Inland revenues, the opening of the inland waters to steam has had to be defined as forbidding licensed vessels to quit Chinese waters and as excluding vessels that trade between treaty

3. What precedes will suffice without fur-

ther detail to suggest explanation of, and reasons for, the restrictions foreign merchants now complain about but in point of fact there is no differential treatment; whatever licensed Chinese steamers can do inland, foreign flag licensed steamers can do also, and whatever interport foreign steamers cannot do inland, interport Chinese steamers are likewise forbidden to do, but, just as Chinese waters and foreign waters are two different things, so interport trading and inland trading are also two different things, and, belonging to two different fiscal systems, the Imperial and the Provincial, must be differently treated. The hybrid character of the West River has of course its inconveniences; from one point of view if is a continua. tion of the sea and a highway leading to the two open ports of Samshul and Wuchowfoo. while from another it is an inland water; to one set of eyes it is, notwithstanding ita double character, one and the same thing, while to another, it possesses, while one and the same thing, a double cutity; the interport owner wonders why his interport steamer cannot do what he sees done by inland steamers passed here and there, while the responsible revenue officials, require the two trades and the two vessels to be kept separate; while the apparent anomaly of two treatments existing side by side on the same stream is a puzzle to one party, there is the further fact that at its mouth are the foreign waters and the foreign colonies of Hongkong and Macao, and for the other party—the revenue officials—this fact opens up possibilities which render it all the more necessary to distinguish between the two trades and act accordingly. Treaties, conven-Hok Un, Kowloon Bay, were put up for auc- tions, and rules being what they are on the one side, and the fiscal responsibilities being what knocked down to Mr. W. S. Bailey for they are on the other, the principle of the present treatment distinction between inland and interport trades—seems both logical and necestipiction will be but a one-sided and therefore unpalatable remedy. It is not for a moment to be supposed that the inland steam pavigation concession was intended to cither abolish provincial taxation or kill native trade and it s not unreasonable to ask for a recognition of provincial conditions and assent to pro-

vincial requirements. The expectations that heralded the opening of the West River were Total 1,468 somewhat sanguine, but, even granted they could ever be realised, it is not the distinction between in land and high perport trade that is do, during past 48 hours, 1,210 either, postponing or impeding that realisate Total 1,411 sufficient consideration or preparation, and as

it now is, it does not satisfy, either side. The land Ink Hing, mentioned as "places of call" foreign trader fears that the restrictions which in the West River Regulations. provincial officials call for will thwart development, and the provincial official fears that the development which the foreigner nims at will destroy revenue; but both one and the other are alarmed, and perhaps unnecessarily, before the event, and plead from fear rather than from facts. If steam navigation inland is to work quietly and be a benefit it will be necessary to legislate locally at many different points and in accordance with many different sets of circumstances, conditions, and requirements It will only be when that is done that regulations and procedure will be suitable and also contain in the eyes of both sides the proper proportion of support and control.

clause 8 of the supplementary rules, there has been much consultation, and much passing and repassing of draft rules for consideration, but up to the present none have been issued for publication; and as for the appointment of the provincial officers referred to in clause 9 of the rules, such appointments are to follow publication and have not yet been announced. It is hardly likely that this delay has caused either inconvenience or damage, seeing that it has not taken from or interfered with the enjoy-Lant any existing rights, and that foreign someither known nor expected to be are at least to any considerable extenttty craft to which the depth and width water channels necessarily confine the vavigation privilege, and this privilege twhether fightly or wrongly thought Ble, will require years of patient nursing it can possibly answer any expectations.

ROBERT HART.

I. G. of Customs. H. O. Bax-Ironside, Esq., H. B. M.'s Charge

THE STEAMER COMPANIES TO H.B.M.'S CHARGE D'AFFAIRES.

Hongkong, 17th June, 1899. Bir.-We have the honour to acknowledge Breceipt of your despatches of the 27th April 17th May, which, with enclosures, reached hrough the medium of H. B. M.'s Consul at

It is with much disappointment that we infer from your despatch that you do not propose to take any steps and that you think it well in the meanwhile to concur in the interpretation placed by Sir Robert Hart on the Rules and Regulations for Inland Steam Navigation in China, and that the system should be given due time to afford a fair test of its merits.

If the Rules and Regulations as interpreted by Sir R. Hart could be regarded as in any respect satisfactory, or if thay gave fair promise of eventually meeting the requirements of the West River navigation and trade, we would readily assent to your suggestion; that they should have a trial to test their merits, but there can be no hope of eventual satisfaction with a system which seriously impairs the

value of the original concession. We have carefully read the letter from Sir I ing of the Regulations be removed. Robert Hart which you have been good enough to forward and while admitting that his views are important on the working of Rules and Regulations which he himself has the point. drawn up, we take exception to the interpretation given them. The difficulty with which the Inspector General was confronted was, we readily admit, a very serious one, for he had the choice of coming into conflict with the interests of the Provincial authorities in the matter of revenue on the one hand, and on the other the necessity of so constructing the Rules and Regulations as to render their working in no respect inimical to the Provincial system of revenue. He adopted the latter course, with the result that the value of the Inland Navigation concession has been affected to an extent which manifestly could not have been contempleted by the British Minister at the time of its negotiation. The memorandum which we previously forwarded to you afforded full information of the effects of the Rules and Regulations as now worked, Marquess or Salisbury, Her Majesty's Principal and we do not deem it necessary to supplement | Secretary of State for Foreign Affairs. them, but we would beg to point out that the permission for which has been withdrawn since we addressed Sir Claude MacDonald on

In view of the foreigoing, we venture to again seek you good offices in the hope that you will of traffic, interport and inland. be able to bring about a more practicable construction of the Rules and Regulations as they affect Navigation on the West River, which as already mentioned, cannot be said to have been opened to trade in the sense contemplated by Sir Claude MacDonald and understood by the public at large.

the 28th March, the increased traffic would

in time probably be remanentive. The

pioneer, steamers which are now running can-

not cover-their expenses under existing con-

We have the honour to be, Sir, -Your most obedient servants, JARDINE, MATHESON & Co., General Managers, Indo China S. N.

BUTTERFIELD & SWIRE, Agents, China Navigation Co., Ld. THOS. ARNOLD. Secretary, H'kong, Canton & Macao

To H. O. Bax-Ironside Esq., H.B.M.'s Charge d'Affaires, Peking.

THE CONSULTO THE STEAMER COMPANIES. British Consulate: Canton, 9th August, 1899.

Gentleman,—In reply to your letter of 7th instant, I beg to inform you that I telegraphed to Her Majesty's Charge d'Affaires as request-"ed and that from his reply just to hand it appears that your letter of the 17th June miscarried and has never - reached him. I am sending him a copy from that in my archives, As you are laying your grievance, before the Ghamber of Commerce, it may be of interest to you to read the enclosed copies of two despatches dated June to and July 7 respectively, addressed to Her Majesty's Charge d'Affaires by me on the subject of the reading which the Imperial Maritime Customs have been pleased to put on the Steam Navigation Inland Regu-

> I am, Gentlemen, Your obedient servant,

-- R.W. MANSFIELD. P. S. I shall be obliged if you will communi cate the above to the Hongkong, Canton & Macao Steamboat Company and to the China Navigation Company,
Messrs, Jardine, Matheson & Co.,

Hongkong THE CONSUL TO THE CHARGE D'AFFAIRES.

Canton, 7th July, 1899, ultimo I had the honour to report that the I'M; Customs had prohibited launches plying under

I have entered a strong protest against this ruling as being in direct contravention of Regulation 1, which says that steamers "may proceed to and fro at will under the regulations, but they must not proceed to places out of Chinese territory." (The italies are mine).

The result of this action, which I can only characterize as arbitrary, is that steamers, under West River certificate, cannot call now, having had their Inland Waters licenses withdrawn, anywhere but at open ports and "places of call," and steamers with the Inland Waters license, though they may pass these places, may not enter them. The whole traffic is therefore split up into two services, and two steamers running | must confine their trade to the inland waters 4.—As regards the rules and regulations and over the same ground are required to do the work of one. Under such circumstances. have no hesitation in saying that the Steam Navigation Inland Regulations are absolutely places in the interior (nei ti) in the fourth

"Lam powerless locally as the Commissioner of Customs states that he is acting under instructions from Peking.

> I am. &c., R. W. MANSFIELD.

II.B.M.'s Charge d'Affaires, Peking.

H. B. M.'s-Consulate, Canton, June 10th, 1809. Sir,-Referring to the remarks contained in my despatch No. 16 of the 11th April on the prayer of the Shipping Companies for "the rescinding of the Inspector General's decision Lungkiang, two British vessels plying under | rendered it a mere farce. West River certificates between Canton and

launch plying under Inland Water Steam Shinhing on the West River was informed by retire from a trade which they had hoped to Treaty port of Samshui, which she passes en | more rapid communication.

the Inspector General with regard to the Lung | been without effect, but the matter is one of steamers, but I venture to suggest that it is its | such great importance to the trade of the reductio ad absurdum. A British vessel running on a certain line under certain Regulations passes a number of ports. One of these Majesty's Government through another chanhappens to have been opened by Treaty and this one she is debarred from entering!

This is not a case where any loss of national revenue is involved, and it is conceded here that the liberty hitherto enjoyed had not lied to | Colonies, who is known to take a lively in-

It appears to me that the West River Regulations, while remaining in force for steamers running to and from Hongkong, might very will be abolished for steamers confined to Chinese inland waters. The Inland Waters Regulations with very slight modifications could be steamers by the grant of preferential duties | Dunlop & Co., of Port Glasgow arrived on the adapted to the whole trade, premising always on junk-borne cargo and by the grievous that the disabilities caused by the present read- failure of the Kwangtung Authorities to

The remarks in Consul Hosie's Report onthe Trade of Wuchow under the heading "Taxation of domestic trade" are very much to | circumstances in the possession of the Govern-

I have, Ne.,

R. W. MANSFIELD. H. O Bax-Ironside, Esq., 'H.B.M.'s Charge d'Affaires Peking.

> THE CHARGE D'AFFAIRES TO THE STEAMER COMPANIES.

Peking, 24th August, 1899. Gentlemen,--Your letter under date Hongkong, June 17, forwarded under flying seal through Her Majesty's Consul at Canton, and addressed to me, only reached this Legation on

the evening of Saturday, the 9th instant. Referring to my letter to you of the 17th May, I beg to state that I have referred the whole question of the Rules and Regulations for Inland Steam Navigation in China to the Foreign Office for the consideration of the

trade between Hongkong and the Treaty ports | the Imperial Chinese Customs as laid down in | Japan" bears no dedication to anybody, but on the West River, and between the Treaty | Sir Robert Hart's letter to me of May 12th, | if we may be allowed to suggest one we would ports themselves, is not of sufficient volume to | copy of which was enclosed in my letter to you allow of steamers being run profitably, but with | of May 17th, is a fair one, in view of the original liberty to call at way ports, i.e. inland places, | inal concession, which was to allow foreign merchants to use steam vessels for conveyance of goods in the interior, in places where they have hitherto been allowed to use native boats. It appears to me that you are anxious to obtain a share of the native carrying trade of the interior, which trade was not formerly ditions, and others specially constructed for carried on by foreigners using native boats. the trade which are now leaving the builders! I this can be done under the existing Regulations hands, and again others which have just been | well and good: these Regulations ought not,

contracted for, had better not have been however, to be strained to attain this object, -The-Imperial-Chinese Gustoms have decided that it is necessary to separate the two branches

consequences which would result from the adoption of another are considered, as pointed out by Sir Robert Hart.

River and the opening of the Inland waters are are governed by separate Regulations. --

It would be regrettable if experience showed pay without the aid and assistance of the other, been, as yet, forthcoming, to enable me to take action to obtain such a modification at the present time.

I am. Gentlemen, 1 Your most obedient servant, H. O. BAX-IRONSIDE,

H. M. Charge d'Affaires. Messrs. Jardine, Matheson & Co., Butterfield & Swire, and Thomas Arnold, Esq., Hongkong...:

THE CHAMBER TO THE COLONIAL SECRETARY. Hongkong General Chamber of Commerce,

Hongkong, 21st September, 1899. of the inland waters of South China has been practically nullified by the interpretation given to the Steam Navigation Inland Rules and Re-

has already passed between the representatives | moments as peaceful as possible for her, though of the Steamboat Conpanies, the British Con- remorse for the misery of which he recognises sul at Canton, H. B. M.'s Charge d'Affairs, and Sir Robert Hart. The latter, referring to the place. Thus he once more becomes a white Inland Rules and Regulations, lays it down man, that owing to the hybrid character of the West River -- being from one point of view a contin- author appears to have thoroughly identified uation of the sea and a highway leading to the | himself with his character of Tresilian and it is two open ports of Samshui and Wuchowfu, difficult to believe that the work is fiction and on the 16th inst. Koh si-chang at 2 p.m. on the and from another an inland water,-there are not a plain, bald narrative of personal suffering two kinds of trade to be regulated, viz., inter-Sir, In my despatch No. 27 of the 10th port and inland water trade, for which different sets of local circumstances have to be provided. Customs had prohibited launches plying under Thus, the foreign steamers plying between the Steam Navigation Inland Regulations from Hongkong and Canton and Wuchow must be calling at Treaty ports en route.

Calling at Treaty ports en route.

Chis prohibition has now been extended to engaged in the inland trade could not be al-

supplying the means of propulsion.

As Mr. Mansfield has clearly pointed out, in ruling of the Inspector-General is in direct Navigation Inland Rules and Regulations, white. which runs as follows:--

." The inland waters of China are hereby opened to all such steamers, native or foreign. 'as are specially registered for that trade at the Treaty Ports. They may proceed to and fro at will under the following regulations, but they and must not proceed to places out of Chinese territory. The expression dinland waters is read with similar meaning to that given for article of the Chefoo Convention."

My Committee are of opinion that the British Minister, when negotiatiating for the opening of the inland waterways to foreign trade and navigation, had in view the unrestricted freedom of foreign steamboats to proceed from port to port along these waterways, and not for the navigation to be divided into separate classes, namely, interport and inland.

The Steamboat Companies have a further serious grievance in the fact, that some little time after the concession was granted it was allowed to include the right of calling at way ports for passengers, but this privilege was, a that inter-treaty port steamers shall not also few months ago, withdrawn without any reason be registered for inland navigation," I have now being given, and the so-called opening of the the honour to report that about a week ago the | Inland Waterways of South China has thus Inland Water licenses of the s/s Lungshan and | been narrowed down to a point which has

In consequence of this action of the Chinese Wuchow via Sainshui, were withdrawn, to their | Anthorities, the Steamboat Companies, who had been induced by this supposed concession Two or three days later a British owned to construct boats specially adapted for the trade, now find themselves compelled to with-Navigation Regulations between Canton and draw some of the vessels and, in effect, to the Customs that she could not call in at the create by the provision of better fabilities for

The appeal of the Steamboat Companies to That is the logical converse of the ruling of Her Majesty's Representative at Peking has Colony that they have now requested the Chamber to bring it to the attention of Hernel. The Committee therefore trust that His Excellency the Governor will have the kind ness to lay the question before the Right during the very period when the Company Honourable the Secretary of State for the usually reaps the reward of the consistent sterest in all that appertains to the progress of British trade.

As that progress has been checked and thwarted not alone by this open attempt to miscontrue the terms of an agreement but also by the effort to divert trade from foreign maintain order on the West River and in the district watered by it, no resource is left to the Chamber but to place the ment in the hope that Sir Claude MacDonald will on his return to Peking come armed with definite instructions to take the necessary steps to render this concession a real benefit instead of a hopeless sham.

A copy of the memorandum on this question of inland waters navigation addressed by the Steamboat Companies to Her Britannic Majesty's Charge d'Affaires in enclosed for the information of His Excellency the Governor, I have the honour to be, Sir,

Your most obedient servant, W. CHATTERTON WILCON,

H. O. Bay-Ironside, Esq. H.B.M.'s Charge d'Affaires Peking.

FROM OUR BOOKSHELF.

A BRIDE OF JAPAN, by Carlton Dawe, Hut-I am personally of opinion that the ruling of | chinson's Colonial Library. "A Bride of urge its author to dedicate it to "Youthful folly in the Orient." It is a curiously thought out tale and one of particular interest to Far Eastern residents, but we very much fear that it will not appeal so strongly to the mind of the untravelled Englishman. It requires a five years' residence east of Suez to thoroughly appreciate the book at its full worth, for at home the distinction of colour is unknown, The question of black and white, brown and white and yellow and white has never been brought forcibly before the public, and it i upon this all-important question that the story

The hero, Henry Tresilian, is a Cornishman residing in Japan. He is déscribed as being This separation seems reasonable when the no saint, but a sinner with limitations, a type often to be met with in the Far East amongst healthy minded Englishmen, who sin but are ashamed of it. They, sin because they, do as The question of the opening of the West | others do and not so much from choice. However, Tresilian meets Sasa-san, a gardner's separate ones and the two branches of traffic | daughter, and falls under her spell, as she does under his. He shrinks from ruining her but is | meeting, to be held on Tuesday, the 10th October, fully aware that his own ruin will be complete | 1899, at noon :--that one Branch of traffic cannot be made to | should be marry her, at least, he knows that pubcaste, that he is a man without nationality, A Dividend of 16 per cent to Share neither English nor Japanese, neither yellow, nor white. He finds that he fails to elevate A Dividend of 15 per cent. on Con-Sasa-san to his own standard, but is gradually sinking himself. At last an English woman, whom he had known before his marriage, takes pity upon him and the two commence a small intrigue, which is interrupted by Sasa-san appearing upon the scene with Tresilian's infant. This closes one chapter of his married life andhe sinks still lower. Sasa-san at length bolts with another European and leaves the child. Then Tresilian commences to upraid himself, both for his neglect of the child and his wife, Sir,—I am instructed to beg you will be good | and his love for the small being, for enough to lay before His Excellency the Cov- whose existence he is responsible, and upon privilege lately secured by Str Claude Mac- commences to dawn. His friend l'entre also Donald of the navigation by foreign steamers | comes to his rescue and strives to help him to once more build up his lost self-respect. The offer themselves for re-election. child dies and its loss almost wrecks its father again, but he struggless manfully and so gulations by the Inspector-General of the Chi-nese Imperial Maritime Customs. | gradually regains his former position. Sasa-san, after the death of the child, returns, but A lengthy correspondence on this subject only to die, and Tresilian makes her last himself to be the cause has taken the place of

- The whole story is very powerfully told. The skilfully told. As a book with a purpose "A Bride of Japan " should stand high, for we do not think that a better argument against the mixed marriage could be brought forward. The author does not dabble in indecency either, as so many writers of books with morals are apply to Kongmoon, Kum Chuk Shiu Hing. lowed to touch at the ports they pass on goute. a pureness and cleanliness of mind is shown weather.

Foreign steamers are also, handicupped in I which is a great relief after some of the nower. competition with Chinese owned launches, school. Neither does he moralize from a which can be used for the towage of lighters; religious point of view; he tells his story the latter carrying the cargo, the former merely | plainly and simply and so makes it much more impressive than it would be if otherwise treated. We recommend the book to one of his despatches to Mr. Bax-Ironside, the all new comers to the Far East, be they male or female. The old hands know its lescontravention of paragraph 1 of the Steam sons but will do well-to see them in black and

THE DOUGLAS STEAMSHIP CO.. LIMITED.

The following is the report for presentation to the shareholders at the sixteenth ordinary general meeting, to be held at the offices of the Company, on Saturday, the 30th day of Sept., 1800, at noon:---

The General Managers have now to submit their Report on the 16th year's working of the Company, ended 30th June, 1899. After paying all running expenses, Premia of Insurance, Remuneration to Consulting Committee and Auditors' Fees, there remains a Net Profit of \$96,672.88, and with the consent of the Shareholders, it is proposed to appropriate this amount as follows:--

To write of \$39,647.64 from the Book Values of the Company's Property on the 30th June last (less the Amount of Reserve Fund and values of steamer Haiching and Wharf) being the equivalent of 8%, thereon, and to transfer the balance of \$57,025.24, to Reserve Fund which will then amount to \$231,187.38.

The General Managers and Consulting Committee much regret that the result of the year's working compares so unfavourably with those of the past, and under the circumstances do not recommend the payment of a dividend.

During the period under review there has been an ample demand for tonnage, especially | Chinese-22nd of 8th moon of 25th year of for Rice and food stuffs for Tamsui, and to meet same the Company found-it-necessary-tocharter outside steamers, which however were not well adapted for this particular trade, especially during the extremely stormy weather which prevailed in the Formosa Channel during the winter months, when they made long voyages resulting in loss instead of what would have been substantial profits in a moderate N: E. monsoon season. In addition to these adverse circumstances there has been competition on the Tainsui line by 2 Japanese steamers of the Osaka Shosen Kaisha, reported to be subsidised, and encouraged by the Japanese Government, since April last, necessitating the the cutting of rates to an unremunerative level maintenance of the line throughout the year.

This opposition still continues, and it is only after a most careful consideration of the position, the General Managers and Consulting Committee consider it extremely inadvisable to distribute any of the profits as dividend.

The steamer Haiching built by Messrs. 9th March last; her outward, voyage was uneventful and satisfactory until after she had passed Aden when it was discovered that her furnaces had collapsed, necessitating her return to Aden for survey and temporary repairs. The repairs occupied 15 days and she continued her voyage to this port under easy. steam. After arrival a thorough survey of the boilers was held, and the furnaces set back in accordance with the recommendations of the Surveyors, and no further trouble has been experienced: except for this accident, in connection with which it must be mentioned that not the slightest blame is attached to the Engine room staff, the steamer has proved a valuable acquisition to the fleet, admirably adapted for every branch of our trade as neces-

sity may demand. After considerable trouble with the Contractor, the New Wharf has been available for use since the 1st of July last: one side is let to Messrs. Butterfield & Swire, the other side being utilised by the Comany's steamers.

The Steamers have been maintained in their usual state of efficiency; the Formosa having undergone a very extensive overhaul.

In conclusion it may be mentioned that the Amounts appearing as Freights due and Accounts received on 30th June, have all since been collected.

Consulting Committee.-Since the last General Meeting, Messrs. R. Shewan, D. Gubbay and the Hon. J. J. Bell-Irving have resigned, the vacancies being filled by Messrs, C. A Tomes, E. Shellim and the Hon. J. J. Keswick. The Committee now consists of Messrs, C. H. Thompson, C. A. Tomes, E. Shellim and the Hon. J. J. Keswick. In the terms of the Articles of Association all these gentlemen retire, but be-

ing eligible, offer themselves for re-election. AUDITORS .-- The present accounts have been audited by Messrs, J. H. Cox and W. H. Gaskell, who retire, but offer theniselves for reelection.

> DOUGLAS LAPRAIR & Co., General Managers,

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

The following is the report for presentation

to the shareholders at the thirty-third ordinary

The Directors have now to lay before the lic opinion will say so, and he recoils from such | Shareholderes the accompanying Statement of and a request for a modification of the Rules a step. But he cannot banish Sasa-san Accounts for the year ended 30th April last, and Regulations might eventually be based from his mind, and against the advice of his The net premia amount to \$1,064,806.81 and the upon that ground, but sufficient time has not, friends and his own conscience, marries her. Working Account shews a balance at credit of in my opinion, clapsed, nor have sufficient data. Then commences the struggle: His friends one \$418,555.95 which sum the Directors recomby one, drop off and he finds that he has lost mendbe appropriated in the following manner:-

holders, (\$4 per share), ...,....\$ 96,900,00 tributions, payable to all Contri-

butors of business whether Shareholders or not,\$120,000.00

To be carried to New Account,\$202,555.95 \$418,555.95

DIRECTORS.-Mr. C. Beurmann retired from the Board on leaving the Colony and Mr. E. Goetz accepted an invitation from the Directors to fill the vacancy, and his appointment will be submitted for the confirmation of Shareholders. Messrs. J. Thurburn and A. J. Raymond retire emor statement of the manner in which the which he has hitherto looked with loathing, by rotation and offer themselves for re-election. AUDITORS.—The accounts have been audited by Messrs. T. Arnold and H. U. Jeffries; who

J. Thurburn, Chairman. Hongkong, 23rd September, 1899.

SHIPPING REPORTS.

Captain Webb, of the steamship Cheang Chese, from Penang, reports :- Strong squalls and rain from N.W. to S.W. to the Paracels and to port fine weather, N.N.E. winds,

Captain Williamson, of the steamship Chorofa, 18th; experienced moderate to fresh N.E. wind and sea, fine weather.

Captain Curtis, of the steamship Devawongse, from Bangkok, reports :- Experienced fresh to strong S.W. monsoon with high following sea to Cape Padarani. From thence to port modeinclined to do, but throughout the whole story rate to light easterly and N.E. winds with fine

NOTANDA

CALENDAR.

-SEPTEMBER. Meleorological means based on fifteen years'

observations t	0 1898.
Barometer	20.824
Thermometer	80.4
Humidity	77
Rainfall	8.33
TO-DAY	· · · · · · · · · · · · · · · · · · ·

Monday, 35th September, 1899. Chinese-21st of 8th moon of 25th year of Kwang sit. Sun-Rises 5hr. 5omiu. Sets 6hr. omin. Moon-Max. Dec. N. 6hr. a.m. High water-Morning none

Afternoon zhr. 16min. Low water -- Morning 6hr. 56min. Afternoon 5hr. 18min. ANNIVERSARIES. 1848-The Hungarian War of Independence commenced.

1857-Relief of Lucknow by General Havelock.

1871-Land Regulations for Canton passed. 1878-Daring attack upon a Chinese shop in Wing-lok Street, Hongkong, by armed robbers, several constables wounded. 1890 - Disastrous storm at Kagoshima, Japan. 1893 -- \$96,000 voted by Legislative Council for gaol extension in Hougkong.

1897 -- Death of the Shanghai Taotai.

1870-Siege of Paris commenced.

TO-MORROW. Tuesday, 26th September, 1899.

Sels Ohr. omin. Moon-Last Quarter tohr. 39 a.m. High water-Morning ohr. amin. Afternoon shr. 18min. Low water-Morning Shr. 16min. Afternoon 5hr. 24min. ANNIVERSARIES.

1834-Lord Napier arrived at Macao danger-1841-Transport Nerbudda wrecked on the coast of Formosa.

1881-- Typhoon on the coast of southern Japan, in which the British steamer Ask, then one day out from Nagasaki, on her Indians. passage to Shanghai is supposed to have foundered, with twenty-six Europeans and several natives on board. 1898—Wholesale repeal of Chinese reforms.

SHIPPING AND MAIL NEWS.

French (Tonkin) to-morrow. English (Parramatta) 29th inst. American (Dorie) 30th inst. Canadian (Empress of China) 4th prox. American (Nippon Maru) 10th pros. .

The steamer Bingo Maru (Europe Line) left Singapore for this port 20th inst. and is expected to arrive here on the 26th inst.

The steamer Hiroshima Maru (Bombay Line) left Kobe, wia Moji for this port yesterday and is expected to arrive here on the 1st prox.

The P. & O. S. N. Co.'s steamer Parramatta left Singapore for this port on the 24th inst. at t p.m. with the Outward English mails, and is due here on the 29th inst. at about 8 a.m. HONGKONG AND WHAMPOA DOCK RETURNS,

Isla de Cuba...... at Kowloon Dock. H.M.S. Bonaventure. " Feihoo Legashi Josephus Kiangpak Simla..... D. Juan d'Austria ... , Cosmopolitan Таіунан Suevia

PASSED THE CANAL. Outward - 25th August - Glaucus, Siam, Pladimir. 29th August - Ambalusia, St. Mary

Odessa. itst September - Beritarig, Algor Bingo Maru, Omba: 5th September-Glen 8th September-Shanghai, Puritan Milos. 12th September-Sydney. 15th Ser tember - Sanuki Maru, Siberia, Spithead 19th September-Monmouthshire, Lady Joices 22nd September-Malacca.

Homeward-22nd September-Benvoirlie Dardanus.

Arrivals.

SABINE RICKMERS, British steamer, 690, J. R "Nasbet, R.N.R., 23rd Sept.,--Amoy 22nd Sept., Ballast .-- Arnhold, Karberg & Co. KWANG PING, Chinese steamer, 1,242, W Blake, 23rd Sept.,-Tientsin 16th Sept and Chefoo 18th, General.-C. E. & M. Co

WARATAH, British schooner, 25, Haynes, 23rd Sept.,-Takow 15th Sept., Ballast.-Mr. F W. Hall. "NURNBERG, German" steamer, 2,663, Vor Binse, 23rd Sept., -- Kobe 18th Sept., Gene-

ral.—Melchers & Co. ARRATOON APCAR, British steamer, 1,332 Erhardt, 23rd Sept.,-Moji 19th Sept Coal. -Gibb, Livingston & Co. INPING, Chinese steamer, 1,158, Stewart, 24tl

Sept.,—Shanghai, 21st Sept., General.—C M. S. N. Co. HAICHING, British steamer, 1,267, A. E. Hodgins, 24th Sept.,-Foodlow 21st Sept. Amoy 22nd, and Swatow 23rd, General.-

Douglas, Lapraik & Co. KAIFONG, British steamer, 998, Laver, 24th Sept.,-Newchwang and Chefoo 19th Sept., Beans Oil and General.-Butterfield &

CHOYSANG, British str., 1,194, G. H. Bowker, 24th Sept, Swatow 23rd Sept, Ballast. Jardine, Matheson & Co. CHOWFA, British steamer, 1,050, J. Williamson,

24th Sept.,—Bangkok 16th Sept., and Koh-si-chang 18th. General.—Butterfield & Swire. HOLSTEIN, German steamer, 985, M. Ipland, 25th Sept. -- Saigon 20th Sept., Rice. --

-Jebsen & Co. ---ABERGELDIE, British steamer, 2,438, Murray. 25th Sept,-New York 28th July, and Colombo 9th Sept., Kerosine.—Arnhold, Karberg & Co.

DEVAWONGSE, British steamer, 1,057, Richard Curtis, 25th Sept.,-Bangkok 16th Sept., Koh-si-chang 17th, and Hoihow 24th. General.-Yuen Fat Hong."

CHEANG CHEW, British steamer, 1,213, Free Webb, 25th Sept. -- Pennng 17th Sept. and Singapore 18th, General, -- Chinese. TELEMACHUS, British steamer, 1,348, G.

Sawyers, 25th Sept,-Mojl 19th Sept, Coal.—Butterfield & Swire. HAILAN, French steamer, 377, W. Bast, 25th Sept.,-Hoihow 24th Sept., General,-A. R. Marty. CLARA, German steamer, 675, A. Hansen, 25th

Sept,-Haiphong 23rd Sept., General.-Jebsen & Co. CATHERINE APCAR, British steamer, 1,730, J. G. Olisent, 25th Sept.,-Calcutta 9th Sept., Penang and Singapore 19th, General. David Sassoon, Sons & Co.

Clearances at the Harbour Office. Rygdo, Norwegian str., for Chefoo. Samshui, British steam-launch, for Wuchow. Sungkiang, British str., for Manila. Nanyane, German str., for Swatow. Sabine Rickmers, British str., for Foochow. Eastern, British str., for Shanghai,

Kongnam, British str., for Canton.

Departures.

Sept. 24, Tamsui Maru, Jap. str., for Swatow, Sept. 24. Hailoong, British str., for Swatow. Sept. 24, Hoihao, French str., for Hoihow. Sept. 24, Canton, British str., for Singapore. Sept. 24, Serbia, German str., for Yokohama. Sept. 24, Lycemoon, German str., for Canton:

Sept. 24. Hongkong Maru, Japanese str., for San Francisco. Sept. 25, Candia, British str., for Japan.

Sept. 25, Java, British str., for Shanghai. Sept. 25, Sungkiang, British str., for Manila. Sept. 25, Auping, Chinese str., for Canton. Sept. 25, Kwang Ping, Chinese str., for Canton. Sept. 25, Choysang, British str., for Canton.

Passengers-Arrived.

Per Choysang, from Swatow-2 Chinese. Per Kauang Ping, from Chefoo-24 Chinese. Per Auping, from Shanghai-Mr. Dunleavy Miss B. La Verue, and 76 Chinese.

Per Haiching, from Coast Ports-Messrs. Ip Win Shan, Khoo Teng Kwan, and 89 Chinese. Per Holstein, from Saigon-140 Chinese. Per Cheang Chew, from Penang, &c -741

Per Chowfa, from Bangkok, &c.-Mr. Macdonold, and 56 Chinese.

Per Clara, from Haiphong-9 Chinese. Per Catherine Apear, from Calcutta, &c. Sergt. Gourbay, Mr. Tong Chong Kee and servant, 7 Europeans, 858 Chinese, and 6

Departed.

Per Vawata Maru, for Japan-Colonel and Mrs. Denby, Mr. Denby, Master and Mrs. Terry, Misses Terry (2), L. Terry, M. Terry, Capt. Tokizawa, Mr. and Mrs. Vanuxen, Misses F. Vanuxen (2), Mr. George Moore, Rev. A. Adamson, Messrs G. F. Armstrong, Worcester, II. Wilckins, Gassis, Miss L. Dening, Gapt. R. S. D. Cummings, R.N., Messrs, J. Barry, R.N., Irvin L. Hunsaker, F. Yamamura, K. Nakashiba, Petty-Officer Gibson, R.N., and Mr. S. Sugiyama.

Per Diamante, for Manila-Mrs. Cowen, Mrs. A. C. Sturges, Messrs, Manuel Perrez, Robinson, Mrs. H. W. Edelman, Messrs. M. de la Rosa, Silas, B. Tainter, E. D. Scott, Mrs. Ruth M. Kriningham, Mrs. Sleeper and child, Messrs. F. B. Jones, A. L. Bagnall, Mrs. Gorham, Mrs. Sanger, Mr. and Mrs. Ramirez, child and servant, Messrs. Leefe, J. Maz, A. H. Bancker, P. Deronzier, Mrs. M. Godfrez, Mrs. Wills, Messrs. R. Colgrove, A. M. Collins, Mr. and Mrs. Lambie, infant and servant, Sergis. Marison, Glassford, Messrs. J. McKenna, R. Udell, J. O'Brien, J. Shugrue, F. E. Russ, and 48 Chinese.

STEAMERS EXPECTED Names.

Tonkin,..... Saigon...... To morrow Kagoshima Maru. Singapore ... Bingo Maru Singapore To-morrow Futami Maru Nagasaki To-morrow Bisagno Singapore Sept. 28th Parramatta Singapore Sept. 29th Andalusia Singapore Sept. 29th Doric Japan Sept. 30tl Hiroshima Maru... Moji.......... Oct. 1st . Sept. 30th Empress of China. Vancouver Oct. 4th Nippon Maru San Francisco... Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respect-fully arge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already sup-plied gratis with the latest available information every days

PROJECTED SAILINGS.

•	TRUJI	FULEN SAILING	5
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	l Abergeldie	Portland, &c.	Now trib
y -	Airlie	Sydney, &c	0-1
1.	1 31110	Some, acc	Oct. 2nd
c,	America Maru	San Francisco, &c.	Nov. 14th:
6.1	l Andalusia	Havre, &c.	Nov. reth
	Averett	New York, &c	Ole dans
	77 45.	Chamber of	Qx. desp.
	Bayem	Straits, &c.	Nov. 8th
	Belgian King	San Diego, &c	Oct. 31st
	Hingo Maru	Japan	Came att
	Day and bing	1972 about 19 60	Sehr Sour
٠.	Breconsuite	Victoria, B.C	Oct. 28th
•	Calchas	London	Oct. 17th
_	Candia	London, &c	Oct della
₹.	Cauliala Cisa	Com This are Com	Oct. Zatil
ıd	Carnsie City	San Diego, &c	Dec. 15th
***	Carmarthenshire.	San Diego, &c	Nov. 15th
	Challenger	New York	Ok deen
V.	China	San Francisco Co	Car replying
		San Francisco, &c. Victoria, B.C.	Mcr 3m
i.,	City of Dublin	Victoria, B.C.	Oct. 14th
o.	City of Peking	San Francisco, &c.	Nov. 21st
ď	City of Rio	San Francisco, &c.	Oce week
ž.,	Contin	Son Transiers &	27
'	Copite	San Francisco, &c.	Nov. 4th
	Donc	San Francisco, &c.	Oct. 10th
n.	Emp. China	Vancouver, &c	Oct. 25th
	Emp. India		Nov. 22nd
	Time Ideas	J 3	C
	Transport	19	Sept. 27th /
2,	Esmeraida	Manila	Sept. 30th
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٠.,	Gaelic	San Francisco, &c.	Nov. 30th
	Haiching	Swatow, &c	Sent orth
h:	Huidalbard	Havre, &c	None well
3,	Tringelium Nr	The section of the se	Nov. 5th
· '	Hirosnima Maru.	Bombay, &c	Oct. 318t 🗎 🖖
	Hongkong Maru	San Francisco, &c.	Dec. 9th
۲.	Kagoshima Maru	Kobe & Yokohaina	Sept. 20th
	Kania Albert	Straits, &c	Dec veh
``	Vara Mam	Tria dina da da Cara	Carria Cal
_ }	. Козаі мапі	Vladivostock, &c	Sept 20th
۱ ,	- Maidzuru Maru]	Swatow, &c	Oct. 1st
h	Monmouthshire	Portland, &c	Oct. 7th
" I	Nanvaner	Swatow	Sent ofth
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<u>۷</u>	Note:	San Francisco, &c.	occeration (%)
- 1	Mumberg	Havre, &c	Sept. 20th 🚟 🖰
r,	Orestes	London	Sept 31st
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<u>-</u>	Queen Adelaide!	Victoria. B.C.	Nov IRA
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.	C-1: 95	Singapore, &c	Oct. 11th (419)
7	Sago Maru	Marseilles, &c.,	Oct. 6th
- [,	Saint Irene!	Victoria. B.C.	Dec oth
	Samedin	(100 Marie 1	Maria Grand
	Carlin	Marseilles, &c. Victoria, B.C. London. Havre, &c. New York, &c. Havre, &c. Port Darwin, &c. Marseilles, &c.	Oct. 3rd
2	germa	riavre, &c	Oct. 30th
i t	5t. Mark	New York, &c	Ok. desp
	Suevia	Havre &c	Ort total
'	Taivnen	Don't Daniel C.	Oct 19th
	Tamba Maria	OIL DELAID OC."	Sept 29th
11	Lamoa Maru	Marseilles, &c	Oct. 21st
	Thyria	San Diego vo	Car , William

Thyria San Diego, &c. ... Oct. 15th

Tsinan Shanghai, &c. Sept. 30th

Valetta Europe, &c..... Sept. 30th



PROJECTED SAIL	INGS FROM HONGKONG -SUBJEC	T TO ALTERATION.
STEAMERS.	DESTINATIONS. **	SAILING DATES.
G. E. P. Cook	. (NAGASAKI, KOBE and YOKO-	('at cast
	(VLADIVOSTOCK, VIA SWATOW,) AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI	🕽 🤛 at Noon.
FUTAMI MARU	THURSDAY ISLAND, TOWNS: ATLLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 20th Sent.
R. Nunome	* {KOBE and YOKOTTAMA) FRIDAY, 29th Sept., at 2 P.M.
SADO MARU	MARSEILLES, LONDON, and ANTIVERP. MAY SINGAPORE	FRIDAY, 6th October, at

ANTWERP, MA SINGAPORE, PENANG, COLOMBO & PORT SAID MARSEILLES, LONDON & ANTA WERP VIA SINGAPORE, PENANC COLOMBO and PORT SAID...... BOMBAY, VIA SINGAPORE and SATURDAY, 31st October,

HIROSHIMA MARU * Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 25th September, 1899.

W. Thompson

TAMBA MARU

- J. W. Wale ...,....

MILWAUKEE

IS FAMOUS

HAS MADE IT SO.

SATURDAY, 218t October, at

. MIHARA,

CARLOWITZ

Hongkong, 9th December, 1898.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion A STATE OF THE PARTY OF THE PAR

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves I al inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. . sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NTOTICE is hereby given that the TWENTY MEETING of the Society-will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Praya Reclamation, Hongkong, on THURSDAY, the 12th October, 1899, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1898 and for the Half Year ending the 30th June, 1899, and of declaring Dividends. The TRANSFER BOOKS of the Society will be CLOSED from the 2nd to the 12th October, both days inclusive:

DOUGLAS TONES, Hongkong, 20th September, 1899.

By Order of the Board,

THE POPULAR DINING ROOMS,

18, PRAYA CENTRAL,

(Near Hongkong Hotel). XX71EL OPEN shortly. Good Home Cook ing and Meals at all hours.

Hongkong, 23rd September, 1899.



BILIOUS AND NERVOUS DISORDERS SICK HEADACHE, CONSTIPATION, WEAK STOMACH,

IMPAIRED DIGESTION, DISORDERED LIVER, - AND FEMALE, AILMENTS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor :-THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the

EMPIRE of CHINA:-WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road

Central, Hongkong.

NOTICE JOTICE is bereby given that a MEETING

No of Her Majesty's Justices of the Peace will be held at the Magistracy, TO-MORROW, the 26th day of September, 1899, at 12 o'clock NOON, for the purpose of considering applica-

Licence to sell and retail intoxicating liquous on the premises situate in the Happy Valley, known as, and to be

to sell and retail intoxicating liquors | Company's and connecting Steamers. on the premises situate at houses Nos. 192 and 194, Queen's Road East, under the sign of "The Eastern

H. H. J. GOMPERTZ, · Acting Police Magistrate." Hongkong, 25th September, 1899. [1196a VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS.

TO-MORROW, and WEDNESDAY, 26th, 27th September, 1899.

THE Committee request the pleasure of the · L Company of the Ladies of Hongkong, in the cholosure of the BATH HOUSE, on WED-NESDAY, the 27th instant, on the occasion of the Annual Aquatic Sports, (when the PRIZES will be Preschied by Lady BLAKE), ADMISSION for Non-Members, each day,

50 cents; Soldiers and Children Half-price. ...Hongkong,_21st_September,-1899.____[1202a-

THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED.

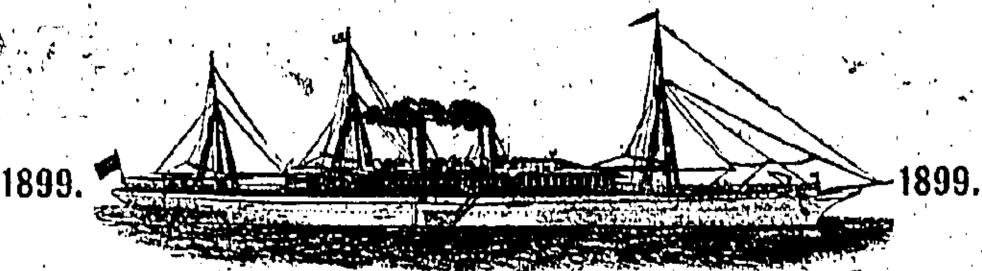
C HAREHOLDERS are hereby informed. That at a GENERAL MEETING held in LONDON recently as INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th

June, this being at the Rate 6% per Annum. The DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive). HOLLIDAY, WISE & Co.,

Agents. Hongkong, 11th September, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA)

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

" VALETTA,"

Captain C. F. Preston, R.N.R., Barcham, carry-

ing Her Majesty's Mails, will be despatched

from this for BOMBAY, &c., on SATURDAY,

the 30th instant, at Noon, taking Passengers

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

vid Bombay WITHOUT TRANSHIPMENT.

P.M. the day before sailing. The Contents and

Parcels will be received at this Office until 4

Shippers are particularly requested to note

NORTHERN PACIFIC

17.4 SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG:

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of Dublin | 3,328 | J. R. Rae ... | Oct. 14.

Queen Adelaide | 2,832 | F. McNair., | Nov. 18.

Saint Irene.... | 3,877 | W. Attree... | Dec. 9.

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGA-

TION COMPANY.

Monmouthshire | 2,874 | W.A. Evans | Oct. 7

Abergeldie | 3.777 | J. Murray ... | Nov. 11.

Monmouthshire | 2,874 | W.A. Evans | Dec. 23.

Abergeldie | 3,777 | J. Murray ... | Jan. 27.

HONGKONG TO LONDON 247.

HONGKONG TO NEW YORK LAIL

The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of.

HONGKONG TO TACOMA 228

ment Services.

States Points.

the Steamer). -

previous to sailing.

Rot and Dampness.

Rates of Passage to other Points on application,

Special rates allowed to members of Govern-

Through Bills of Lading issued to Pacific

Coast Points, and to Canadian and United

Consular Invoices of Goods for United States

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Port-

land, Or. (whichever may be the destination of

-address-marked-in-full)-by-5-P.M.;-on-the-day-

- For further information apply to --

Hongkong, 18th September, 1899. -

Parcels must be sent to our Office (with

TARBOLINEUMAVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood

and Stone against White Ants, Decay, Fungus

DODWELL & CO., LIMITED.

General Agents.

Sole Agents for China,

LUTGENS, EINSTMANN & Co.

The Railroad travelling is second to none on

I'll E attention of Passengers is directed to

Excellent accommodation. First-class Ta-

the very cheap rates offered by the Line,

STEAMSHIP COMPANIES.

- H. A. RITCHIE,

Superintendent.

THE Steamship

Bills of Lading.

and Cargo for the above Ports,

¿ For further Particulars apply to

Hongkong, 21st September, 1899.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, ROBE, YOROHAMA & VICTORIA: B.C.) Twin Screw Steamships--6,000 Tons--10,000 Horse Power - Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Condr. G. D. Bowles, R.N.R....WEDNESDAY, 27th Sept., (800). EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R.C. WEDNESDAY, 25th Oct., 1899 EMPRESS OF ANDLA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1800.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD., Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, FZ4 INLAND SEA OF-JAPAN-AND/HONOEULU-PROPOSED:SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, [Kobe, Inland Sea, at Noon. Yokohama & Hono-

America Marc (via Shanghai, Nagasaki, Kobe, Intand Sea. at! Noon. Yokohama & Hono-

at Noon.

Hongkong Maru (via Shanghai, Naga-Saturday, 9th Dec., saki, Kobe, Inland Sea, Yokohama and

THE Steamship

" NIPPON MARU," will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, INDAND SEA, YOKOHAMA and HONOLULU, on-THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe. P Steamers of this line pass through the IN- Value of all Packages are required.

LAND SEA OF JAPAN, and call at HONO-LULU, and l'assengers are allowed to break the terms and conditions of the Company's their journey at any point en route. Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail > routes from San's Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENYER and RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of L4 in addition to the regular tariff rate. Passengers holding orders for OVERLAND

CITIES in the United States have between. San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER and RIO GRANDE. Breconshire ... | 3,567 | R. Peebles ... | Oct. 28. and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and . (1.) HAJEE ALLY SHIRAZEE for a Publican's | to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities , under the sign of, "The Happy of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports (2.) BERNARD JORUS for a Publican's licence | in Mexico, Central and South America, by the

Freight will be received on board until 4 bles. DOCTOR and STEWARDESS carried. P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all-Parcel-Packages should be the American Continent. Magnificent Scenery marked to address in full; value of same is of the ROCKY and CASCADE MOUNTAINS. required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the the first class ATLANTIC MAIL LINES. United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, and Hongkong, 8th September, 1899. [1310] Points should be in quadruplicate; and one

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK." THE 3/3 A.I.I. American Ship

"ST....MARK," Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch. For Freight, apply to

ARNHOLD, KARBERG & CO. Hongkong, 20th September, 1899. FOR NEW YORK.

THE 3/3 A. I. I. American Ship "CHALLENGER," Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, 19th September, 1899. -- 1974s Hongkong, 17th September, 1896.

NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA

(Freight Service.)

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

•		
STEAMERS.	DESTINATIONS.	MILING DATE
JRNBERG	HAVRE and HAMBURG.	26th
V. Binzer	(LONDON with transhipment in HAMBURG)	September.
	HAVRE and HAMBURG.	
läger	(LONDON with transhipment in HAMBURG)	October.
RBIA	HAVRE and HAMBURG.	About 30th
Ostermann	(London with transhipment in HAMBURG) {	October.
) HAVRE and HAMBURG.	
Schüder	(LONDON with transhipment in HAMBURG) ?	November.
IDALUSIA	HAVRE and HAMBURG.	About (5th.
Schrötter	(LONDON with transhipment in HAMBURG).	November.

* These Steamers have Superior Accommodation for Passengers and carry-a-D 'a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

PACIFIC MAIL STEAMSHIP CO. TAKING CARGO AND PASSENGERS TO TZA INLAND SEA OF JAPAN AND

HONOLULÜ. PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,) Nagasaki, Kobe, In- [Tuesday, 3rd October, \ land Sea, Yokohama (at Noon. and Honolulu) City of Rio de-Janeno

(via Shanghai, Nagariday, 27th October, saki, Kobe, Inland Sea, Yokohama and Honolulu)

City of Peking (via) Shanghai, Nagasaki, / Tucsday, 21st Nov., Kobe, Inland Sea, Yokohama & Hono-- Julu)

THE U. S. Mail Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon,

taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu,

journey at any point en route. Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be ob-

tained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC tained upon application. RAILWAY; also the CANADIAN PACIFIC

the regular tariff rate. Passengers holding Orders FOR OVER-LAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct conhecting Railways, and from Chicago

to destination the choice of direct lines. Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European

Officers in the service of China and Japan, and to Government officials and their families. _ ation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to

address in full; value of same is required. Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's ANTWERP, BREMEN AND HAMBURG. Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent. Hongkong, tzth August, 1800.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY. IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO

VIN INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The

UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.,

Thyra	3,406	about	Oct. 15
Belgian King	3.379	about	Oct. 31
Carmarthenshire.	2,929	about	Nov. 15
Carlisle City	3,002	about	Dec. 15
THE Steamship	, ,		•

· "THYRA," will be despatched for SAN DIEGO VIA

AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about CARGO, will leave this Port as above, calling SUNDAY, the 15th October.

in the United States.

-in-full, Value of same is required. tined to Points beyond San Diego, should be should not exceed Two Cubic Feet in sent to the Company's Office, addressed to the Measurement, Collector of Customs, San Diego.

For futher information as to Freight or and carries a Doctor and a Stewardess. Passage, apply to -BUTTERFIELD & SWIRE,

Agents. Hongkong, China and Japan.

Mails.

(East Asjatic Service.)

CERA LION.		
•	AILING DATE	5.
URG. n Hamburg)	26th September.	Freight.
URG. h'Hamburg)	About 11th	Freight an
URG. n Hamburg)	About 30th	Freight.
URG.	About 5th .	L. Freight an
n HAMBURG) (November.	Passage.

OGGIDENTAL AND ORIENTAL -SLEWISHH-COMPANA

> JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA

THE OVERLAND RAILWAY

FLA INLAND SEA OF JAPAN AND

PROPOSED SAILINGS FROM HONGKONG. Nagasaki, Kobe, In- L. Tuesday, 10th October, land Sea, Yokohama at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, In- (Saturday, 4th Nov., ----at Noon.

Jand Sea, Yokohama at Noon. and Honolulu).

. "DORIC.'

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu. and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to Eng-

particulars of the various Routes may be ob-Special rates (First-class only) are granted

to Government officials and their families. Passengers who have paid full fare, re-em-

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs

J. S. VAN BUREN, Agent. Hongkong, 16th September, 1800.

NORDDEUTSCHER LLOYD. NOTICE

PORT SAID, NAPLES, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS

GALVESTON, AND SOUTH AMERICAN PORTS.

SOUTHAMPTON TO LAND PASSENGERS AND LUGGACE. W.B.-CARGO CAN BE TAKEN ON THROUGH

PROPOSED SAILINGS FROM HONGKONG,

(SUBJECT	TO ALTERATION.)
Sachsen	Wednesday 11th Oct.
Bayern	Wednesday 8th Nov.
König Albert	Wednesday 13th Dec.
Prins Heinrich	Wednesday 27th Dec.
Preussen	-Wednesday 10th Jan.
Karlsruhe	Wednesday 24th Jan.
	Wednesday 7th Feb.
Hamburg	Wednesday 21st Feb.
Bayern	Wednesday 7th Mar.

IN WEDNESDAY, the 11th day of Oct., ship "SACHSEN," Captain F.-Montz, with MAILS, PASSENGERS, SPECIE, and at NAPLES and GENOA.

Through Bills of Lading issued to any point | Shipping Orders will be granted till Noon on Monday, the 9th October. Cargo and Specie. Cargo will be received on board until 5 P.M. will be received on board until 5 P.M. on the day previous to sailing. Parcel packages TUESDAY, the 10th October, and Parcels will will be received at the OFRICE until the same be received at the Agency's Office until NOON. time. All parcels should be marked to address on Tuesday, the toth October. Contents of Packages are required. No Parcel Receipts Consular Invoices, to accompany cargo des- will be signed for less than \$2.50 and Parcels

> The Steamer has splendid Accommodation Linen can be washed on board. For further-Particulars, apply to

MELCHERS & Co.

Hougkong, 22nd September, 1890 (1330 Hongkong, 13th September, 1890)

AND EUROPE;

ATLANTIC AND OTHER CONNE-STEAMERS.

HONOLULU. Dorle, (via Shanghai, and Honolulu).

land Sen, Yokohama and Honolulu). Gaelie (via Shanghai, Nagasaki, Kobe, In- (Thursday, 30th Nov.,

THE Company's Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND and passengers are allowed to break their SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 10th October, at Noon.

> land, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and

RAILWAY on payment of £4 in addition to to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and

> barking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of to per cent. This allowance does not apply to through fares for China and Japan

previous to sailing.

San Francisco. For further, information as to Freight or Passage, apply to the Agency of the Company,

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ,

LONDON, NEW YORK, BOSTON BALTIMORE, NEW ORLEANS,

THE COMPANY'S STEAMERS WILL CALL AT

BILLS OF LADING FOR THE PRIN-CIPAL PLACES IN RUSSIA.

(Subjec	T. TO ALTERATION.)
	Wednesday 11th Oct.
Bayern	. Wednesday 8th Nov.
	. Wednesday 13th Dec.
Prins Heinrich.	. Wednesday 27th Dec.
Preussen	-Wednesday 10th Jan
	Wednesday 24th Jan.
Sachsen	. Wednesday 7th Feb.
·	Wednesday 21st Feb.

NOTES ON CHEFOO RACES.

The Cheloo correspondent, writing on the 15th inst. to the Shanghai Daily Press, says :-Races, are now of the past. Probably there are | linked together with a "bracelet" and suropinion of one who, knows very little about, whence they were forwarded to Anda Street, racing matters is that it was a very one-sided meeting altogether. All the honours were easily spies has been made. They were arrested by won by either Mr. Sietas' Na-Na, and Katzen- a member of the Marine Battalion, who are jammer, or Mr. Random's Daredevil and Whim. | guarding the arsenal and navy yards at Gavite, As to the Pari Mutuel, it so happened that more on post 19 at the lately removed powder often than not, one paid for the privilege getting magazine. The sentry on the beat observed. out less than one put in, even though holding these two men hanging around the magazine the winner's ticket. "As far as the weather was | and hailed them and questioned them what concerned, nothing could have been better, on they wanted. They replied that they both days. An enterprising Japanese photo- were in Cavite looking for employment grapher secured several good views on the first | and were just looking around. The sentry day and got a good return selling them next then placed them under arrest, and when they

Just towards the last race a rather graesome | revolver was found on the Spaniard. incident occured close to the race course, al. It The powder magazine was changed from its

a remously on the Customs bund in a glaring and each section has its ammunition sorted and sim! Certainly mats were wrapped around it and enumerated on the partitions. If a spy was once to obtain an entrance therefore it would be very strange that though a suicide no one had seemed to be interested enough to have the cornse put under cover somewhere:

The Off Day's racing to be held to-morrow, the 16th, will probably find the ponies a little more evenly matched, and the results will be e exciting, because uncertain. A race * ball is to be given on Monday, the 18th, if the weather holds as it is at present, the Whering will be, to say the least of it, a trifle

A GERMAN VIEW OF ENGLAND'S ABSTENTION FROM THE PARIS EXHIBITION.

. Commenting on the telegraphed report that lish and American exhibitors were withdrawing from the Paris Exhibition, the off duty. In some countries the sentries Ostasiatische Lloyd makes the following

... It would be a mistake, in our opinion to regard this as a Jewish success. Much more probably and the story that these employment-seekers the real reason is that the English manufacturers no longer have the courage to send their exhibits; for they well know that they cannot now as formerly maintain a comparison in the mass with the German exhibits. Germany has never before been so strongly represented at the Paris Exhibitions as England, and the change seems to annoy Englishmen. The Dreyfus case, which has caused annoyance to so many, will therefore still seem to have its good side, as it will afford them a plausible pretext for retreat.

NEWS FROM MANILA.

The following is from the Manila Times the 18th inst.:-

> CAPTURE OF SMUGGLERS. ILOILO, September 6th.

A small detachment of I Company, 18th Infantry, has returned from a recent expedition in the Nesan and Samar, two of the gunboats of the mosquito fleet, made up the coast of Panay as far as San Jose, a rebel stronghold, well fortified; which was bombarded. The Nesan captured a casco which was convoying stores to the rebels and the crew of 18 natives and Chinos were made prisoners.

Last Friday night the boat sailed, the purpose being to go up the coast in search of a filibustering steamer reported to be in this vicinity with a large supply of arms and ammunition for the Filiping army....Some twenty-milesbelow San Jose a large casco was seen suspici. | outposts. | Probably they know of the prospect ously close to the shore and boats were put out | ive attack and were afraid of our retaliation. with a party of Marine's and the 18th Infantry men to board her. As the Nesan hove to a number of native boats that were rowing out to family of Filipinos at Calumpit. When the casco hastily put back and natives in them | they were some ten miles down the flew into the bush without taking time to pull line suddenly it was discovered that baby their boats up on the beach. On nearing the had been forgotten. Then the mother flopped casco the boarding party found she was aground down on her knees and besieged the conductor on a sandbar. Boarding her, clearance papers | to stop the train. Baby was there after all were found to be regular, permitting her to counted cards and spades, carry a cargo of rice, vino, hams and potatoes to Negros. The master had a plausible story to account for his nearness to the shore, claiming the wind had blown him thither, but the boarding officers were not to be hoodwinked by his plausible stories and a comparison of the cargo with the papers showed that half the rice that was destined for Negros had already been landed. This accounted for the presence of the natives and some score of carabou carts. on shore.

Half of the rice and all-the vine was heaved overboard and the casco at once righted and was towed back to Hoilo and the hams and potatoes confiscated and the filibusterers marched up to the old fort for confinement.

Saturday the Nesan put out again, arrangements being made for the Samar to join her up the coast. On the second cruise another casco landing provisions for the rebels was discovered and sunk with a few well directed

A very good harbour was found at San Jose at the mouth of the river and after cruising about out of range of guns visible on the fortifications, the filibustering steamer was discovered well up the river very artfully concealed behind a mask of palm leaves that had been rigged up to cover her masts and stack. After consultation the officers decided to crowd in closer, taking the risk of the guns on the fortifications being of modern make. The boats crept in slowly and at about one thousand yards a battery turned loose from the fort. Its shells fell short and the little battle ships spat out a destructive fire which silenced the guns of the money was sent by Aguinaldo in payment for tortress and made great rights in the walls and fortifications. The Nesan demolished a bamboo bridge across the river. A vast throng of natives armed with rifles kept up an incessant fire at the gunboats for a mile up the coast and it was plain that that they have a big force in the vicinity of San Jose. The city lies on a hilly stretch of ground rising from to bay. The country beyond seemed to be very fertile and

thickly populated. No attempt was made to land the marines as it was regarded as foolish to make such an attempt in the face of overwhelming odds. The "L": company men are confident that infantry could be safely and easily landed here with the support of a man-of-war-

The fillbustering steamer crawled further up the river and on account of the tide it was not possible to follow her. The Nesan returned in the night the Samar remaining until noon the following day. Both boats had about exhausted their ammunition and returned to Iloilo to coal and take on new supplies. Another cruise after filibusters will be made shortly.

ALLEGED SPIES

A SPANIARD AND A PILIPINO ARE CAUGHT PROWLING AROUND THE POWDER MAGAZINE Two shady looking individuals were brought mercies of the Provost Marshal General, that

their case might be carefully looked into. Sergeant Gurrie and two members of the marine corps' brought their prisoners--one a The greatest excitement of the season, the Spaniard and the other a Filipino, carefully some who even wish they never had been. The rendered them at the Binoudo station, from

> It is thought that an important capture of came to be searched a brand new army Colt's

opposite the grand stand. A foreigner old location about two weeks ago to its present was passing round, came upon a coolie, one in seawall further up, where it is much cutly rifling a corpse on the beach, as a dryer and more spacious. Notwithstanding gold ring was found in his possession. It this advantage it is in a more exposed position and must be carefully watched. The Spaniards formerly had their magazines here, and upon regar a few days ago. What happened to this same spot where the prisoners were taken coolie has not yet transpired, but it was three Spanish soldiers have been killed on or a surprise to suddenly come upon the different occasions. The magazines are divided corpse about 7,30 this morning lying con- off into sections, which are assigned to the ships, an easy matter to obtain all the necessary data he required. A few notes, mental or otherwise, would sufficiently answer his purpose, so that he could place the enemy in possession of important information.

What would serve an enemy's cause much better though, would be to blow up our store of ammunition, and the revolver which was discovered on the person of the Spaniard leads strength to the belief that information was not their object. A well directed pistol shot in the right place would accomplish disastrous results. If these men were in Cavite for the purpose of employment they certainly knew better than to look for it in a powder magazine, and besides,

Cavite has a well known employment, bureau. A magazine is a well known object of avoidance to everyone and none are allowed near it, not even our own soldiers or marines, when stationed on guard over a magazine have orders to shoot down anyone who crosses their beat without a challenge, as is the case in Russia, did not know they had no business there is too thin a yarn to pass.

(ANGELES BOMBARDED. SHELLS FAIL TO EXPLODE.

All is comparatively quiet along the North line. Of yourse the outposts or scouts have occasional bickerings with the enemy, but nothing of sufficient importance has elapsed to sing rhapsodies. The headquarters, now that the railroad is in a fit state to be run over by all sorts and conditions, will probably commence moving from San Fernando to Angeles at the latter end of this week. The soil along the railroad from San Ferhando to Angeles is of a sandy nature, consequently dryer, and is more open than the surrounding country. The dykes, however, are still full of water an apparently it is still raining in heavy showers

Last Saturday night about a quarter to seven just when it was becoming dark, the insurgents opened fire on Angeles with Krupp and Hotchkiss rapid-firing guns. They sent twelve shells hurtling through the air with no effect, only one of them bursting. Thanks to the use they made of black powder, Battery E of the 1st Artillery and a detachment of the 3rd Artillery were able to silence them in a very short time at a range of 1500 yards. The 12th Infantry, under Col. Smith, turned out, but they had no occasion to be brought into play. That same afternoon fifty-three Chinaman had passed through our

Manilawards in the train rather an amusing episode occurred. The carrige filled up with a

We must apologize to those who are always sensations, for not being able to accommodate

The track to Angeles will be completed by to-day noon, and trains will be run the ful length of this extension from now on. Though trains have been running over the road the past week the track has lacked a few hundred yards' completion until to-day owing to a temporary shortage of steel, but Lieut. Haisch the able superintendent of the road, has easily overcome this obstacle, and direct communication is now established with the front.

AGUINALDO EXPECTS ARMS. HE EVIDENTLY EXPECTS TO MAKE A PROTRACTED FIGHT.

Manuel Oliver, a civilian in the employment of Colonel Parker, was in town from Calambia last Saturday, and reports all quiet at that point save for an occasional exchange of shots by the

Mr. Oliver, who is a fluent speaker of Spanish, says that in a conversation with the five escaped Spanish prisoners who entered our 'lines at Calamba about ten days ago, they told him that just prior to their escape an expedition of thirteen pack-horses, loaded with \$50,000 in Mexican money, the funds of the insurgent government, had crossed the mountains on the south, attended by a strong armed escort. The a large consignment of arms and ammunition which they presumed was to be landed somewhere on the southeastern coast.

There is certainly no doubt that the backbone of the insurrection is broken, but it yet lies in the power of the rebel leader to maintain a protracied guerrilla warfare, which, beyond giving the United States much trouble, can be attended with no gain to himself. His intention to resist till the bitter end is evidenced by his continual determined attempts to lands arms, if these stories are to be believed.

The escaped prisoners also stated that they did not estimate the insurgent armed strength at more than 30,000 or 40,000. This tallies with other reports which have been received. which give the strength all the way from 30,000 to 43,000. These figures of course indicate the number of rifles at their disposal, but men whohave come from revel territory recently say].... that there are six men to every rifle, so that unless many arms are taken, the work of reducing the enemy's armed strength is going to be a slow process, if it is to be accomplished by force alone. The rebels have two modern Gailing guns, also, so on the south lines, and some lesser quality artillery.

No advance from Calamba is to be expected | Sole Agents for Hongkong :in the near future, though it is nossible one will shortly be made on the line from San over from Cavite on Saturday consigned to the Pedro Macati to Imus.

THE SHADOW OF THE PLAGUE.

Is the plague coming to England?. Are we to have a repetition of the horrors of the seventeenth century? These sound rather alarmist questions but it looks as if they would have to be taken seriously into consideration. Alexandria is sustaining a severe visitation from the dread disease, and Alexandria is within a week's journey of London. Five X years ago, according to the British Medical Journal, the present epidemic commenced its progressive career on the extreme east of the Asiatic littoral, and during that time it has travelled to the Mediterranean. "Will Europe," asks our contemporary," be in the threes of an epidemic plague with all its terrors to life and its dislocation of commerce? It is possible, perhaps even probable, that such will be the case." A disquieting pronouncement surely, says the Singapore Free Press.,

A WOMAN MURDERED.

A Sinnese woman was murdered on the 11th inst., reports the Bangkok Times, in the lower part of the town--Bangkwang lane, which is in the neighbourhood of Poh Chin Soo's rice mill. Robbery was apparently the object of the crime. She had come to Bangkok from the country in paddy boat, and went last evening in the company of a boatman, a luk chin, to see the wonders of Bangrak. It was on her return that ie was murdered. She and her companion went down the lane together lighting their way by torches. After a little the lights were extinguished, one cry was leard from the woman, and that was all-till this morning. when the body was found statioed in sixteen places. Her ear rings and a gold chain that she had worn were missing, and the boatman is said to have disappeared. The murder was committed quite close to a police station, and t is causing much excitement.

JOURNALIST AT PNOMPENH.

M. Turot, comments the Bangkok Times, had the bad taste to say of Saigon that itsclimate was detestable, and that the residents drank more absinthe that he had ever seen any people drink. But Saigon has got even with im. The following appears in big type in the Opinion :-- " Is it true that on the occasion of his visist to Pnompenh our confrére, M. Turot, the correspondent of the Petite Republique and the Monde Illustre, received a sum of \$7,000 from King Norodom on a promise to undertake a campaign in the Paris newspapers for the re-establishment of the Cambodian dances with all the pomp and magnificence of former days? For want of money it seems that King Noro--dom-is obliged to be content now with a very shabby corps de ballet that does not at all meet the requirements of the royal Cambodian court.

HAPPY THOUGH HURRIED.

A felicitous instance of marriage in haste with a Manchester girl figuring as the bride and a Boston man as the groom took place in the post-office at Holderness recently. The principals in the affair were Miss May Hamilton, of Manchester, and George De Merritt, of Boston. Mr. De Merritt and Miss Hamilton, Miss Belle Avery and Mr. Hill both of Manchester, drove from the hoto Ashland, five miles away to witness a ball game. On the return home as fun-making the pair acted upon the suggestion, and called upon Mr. Curry, the town clerk, at Holderness. Mr. Curry is a justice of the peace, and before the ink was dry upon the licence the couple had entered the bonds of wedlock. On the return of the party to the hotel the matter was discussed and it developed that they had been legally married. The couple at first were dumbfounded, but now are happy and will live together.

CHEESE AS A DIGESTER.

A well-known doctor recently said that the man who started the story that cheese has the faculty of digesting everything that has been looking at the front hoping for thrills and caten before it deserves a brass medal as the champion false alarm creator. As one result them, later on perhaps that may not be the of, his efforts, thousands of people eat cheese with pastry so as to prevent indigestion, and when indigestion follows they blame themselves for not eating enough cheese, when it is really because they have have eaten too much of it. Cheese is really about the hardest thing to digest that a man can swallow. The lightest kinds take four or five hours to digest, while the heavier varieties take eight and ten hours. Instead, then, of expediting the process and preventing indigestion, cheese gives the stomach exceptionally hard work to perform and is responsible for a large amount of discomfort and bad temper. -- Star.

For Sale.

FOR SALE.

THE STEAMLAUNCH, WINDSOR HOTEL ... 1 Year Old, 58 feet Keel, 11.6 Width, on TUESDAY, the 3rd October. 6.4 Dept. COMPOUND ENGINE. Apply to

P. BOHM. Windsor Hotel.

Hongkong, 21st September, 1899.

FOR SALE.

LI OTEL BUSINESS in NORTHERN PORT, La Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health. For further Particulars, apply in First Instance, by Letter to

G.W.W., : Office of this Paper. 14th September, 1899.

'SERRAVALLO'S TERRUGINOUS OUININE

- THE GREAT AUSTRIAN TONIC

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

A. S. WATSON & Co. Hongkong, 1st September, 1896.

Entertainment.

FAREWELL PERFORMANCE.

MISS JANET WALDORF

THEATRE DOYAL,

THURSDAY, the 28th September, 1899.

"INGOMAR," "THE BARBARIAN." Assisted by the

NORVAL M'CGREGOR JANET WOLDORF

"PARTHENIA." NORVAL MCGREGOR

INGOMAR FULL CASTE OF CHARACTERS.

PRICES\$3, \$2 & \$1 Soldiers and Sailors in Uniform, 50 cents. Scats on sale at ROBINSON'S PIANO Co. Hongkong, 20th September, 1899. - [1197a

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions PUBLIC AUCTION. at his Sales Rooms, Zetland Street, No. 2.

SATURDAY, the 30th September, 1899, Commencing at 3 P.M. A LARGE AND VALUABLE LOT OF DIAMONDS and JEWELRY. All guaranteed to be genuine Brilliants and

18 Carat Gold. Comprising: ---BROOCHS, EARRINGS, SCARF-PINS ADIES and GENTS RINGS, BRACELETS PENDANTS, with DIAMONDS, RUBLES EMERALDS, SAPPHIRES, ALEXAN DRINES, OPALS and PEARLS.

Catalogues issued Prior to Sale. -On-View-at-the-Undersigned's-Terms of Sale :- Cash before delivery.

PAUL BREWITT, Hongkong, 23rd September, 1899.

Shipping. STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND KOBE. THE Company's Steamship Captain Andersen, will be despatched as above

on SATURDAY, the 30th instant. The attention of Passengers is directed to a joke, it was proposed that De Merrit and the Superior Accommodation offered by this Miss Hamilton should get married. After much | Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the .Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st September, 1899. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &c.) THE Steamship

"AIRLIE."

Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chambor which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the

Electric-light. A Stewardess and a duly-qualified Surgeon are carried. N.B.-Return Tickets issued by this Com-

pany to and from AUSTRALIA, are available for return by the Steamers of the China Navida-TION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 9th September, 1899. -1149a OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

·"SARPEDON. Captain Grier, will be despatched as above

For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 8th September, 1899. [12 | SHEWAN TOMES & CO'S. "NEW YORK" LINE. FOR PHILADELPHIA AND NEW YORK.

HE New Steamship

"PING SUEY," Captain C. de La Perrelle, will'be despached for the above Port, on or about the 5th October. For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 21st August, 1899. FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARGYLL," will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" At Intervals S.S. "AFGHANISTAN".....) of a weekil. For Freight, apply to DODWELL & CO., LIMITED,

Hongkong, 7th September, 1800.

FRESH AUSTRALIAN-BUTTER.--IUST LANDED a Fresh Consignment of ROSE BUD BRAND, FRESH ROLLED BUTTER, and to be had always at very

Moderate Price. .

H. RUTTONJEE, 13 & 15, D'Aguilar Street, Hongkong, and 21 oc 22, Elgin Road, Kowloon. Hongkong, 8th Beptomber, 1899/

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

" CANDIA,". FROM ANTWERP, LONDON, PORTSAID, SUEZ, BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: --From Madras, ex S.S. Loodigna. Optional Goods will be landed here unless instructions are given to the contrary before | 10 A.M., TO-MORROW. Goods not cleared by the 25th instant, at 4

P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which

no Claims will be recongnised. H. A. RITCHIE, Superintendent, Hongkong, 19th September, 1899.

> NORDDEUTSCHER LLOYD. NOTICE TO CONSIGNEES.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown | 1

S.S. "SACHSEN."

Company, Limited, Kowloon, whence delivery -Optional-Cargo-will-be-forwarded-unlessnotice to the contrary be given before Noon,

TO-DAY. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th instant and THURSDAY, the 28th instant, at 9:30 A.M. All Claims must reach us before the 5th October, or they will not be recognized. Bills of Lading will be countersigned by the

Undersigned. No Fire Insurance has been effected. MELCHERS & Co.,

Hongkong, 19th September, 1899. PACIFIC MAIL STEAMSHIP COMPANY

NOTICE

ONSIGNEES of CARGO per Steamship The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from

alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

I. S. VAN BUREN, Hongkong, 21st September, 1899.

NOTICE TO CONSIGNEES. FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS. THE P. & O. S. N. Co.'s Steamship

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark

and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo: From Italy, ex S.S. Thames. Optional goods will be landed here unless

instructions are given to the contrary before 3 P.M. TO-DAY. Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which

H. A. RITCHIE, Superintendent. Hongkong, 22nd September, 1899. [1-w 5

To be Let.

TO LET.

no Claims will be recognised.

CEMI-DETACHED VILLA RESIDEN-CES on Bowen Road (now in course of erection.)

PROPERTY lately occupied by the Bowrington Saw Mills. GROUND FLOOR, 52, PEEL STREET. OFFICES :- 18t "floor, "No." 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.) "HARFORD." MAGAZINE GAP.

No. 4. RIPON TERRACE. Apply to THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. - -Hongkong, 28th August, 1890.

TO LET. ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

c/o of this Office. Hongkong, 17th May, 1899. TO LET.

Oucen's Road Central Classic No. 4, Queen's Road, Central, (Intely the IM-PERIAL BANK OF CHINA).

Apply to

Compredore Office

E. C. HOCHAPFEL, Hongkong, 23rd March, 1899.

CHS. J. GAUPP & CO., THRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER

SMITH'S, and OPICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigt linder and Sohn's CELEBRATED OPERA GLASSES

MARINE GLASSES and SPYGLASSES NO. 14 4016 Queens Rosa Castral and SpyGLASSES

Intimations:

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F. BLACKHEAD & CO. SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER. CHANTS, NAYAL CONTRACTORS AND GENERAL COMMISSION

AGENTS. PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS

SOLE AGENTS FOR LI ARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR

Sole Agents for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH · WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK REASONABLE PRICES. Hongkong, 14th May, 1896.

HERMANOS. MERCHANTS, JEWEL-LERS AND WATCHMAKERS. Sole Agents in the East for the amaigamated? CLEMENT, HUMBER and GLADIATOR Co., Ld.,

DUNLOP TYRES'S BICYCLES-PRICE ... \$160. A special reliable Watch made for this Climate. Quality B......\$12 40, QUEENS ROAD,

Watson's Building. A / ITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central. Head Office: TOKIO. Branch Offices .-

LONDON, NEW YORK, BOMBAY,"

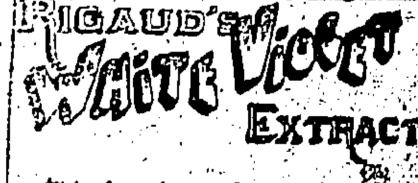
SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN. Agencies :-Miki Coal Mines. Kanada Coal Mines. Hokoku Coal Mines. Yoshinotani Coal Mines. Ohnoura Coal Mines. No. r, Ohtsuji Coal Mines. Ichimura Coal Mines. Kishima Coal Mines. Yoshio Coal Mines. Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanegafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Milke Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company. MITSUI BUSSAN KAISHA

K. HASEGAWA, Hongkong, 19th August, 1809.

NOTICE. IGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER. .. Terms moderate, for Particulars apply

·Hongkong, 18th August, 1899.



This fugative and delicate perfume is. persistant as an Extract for the

Penallierchief. Soap and Powder

adopted by the most refined French Society

RIGAUDetC

White Violets oqual sach bottle of PARIS REPUBLICAN

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum. PRIVATE LINES, \$100 Per Annum.

'NO CHARGE FOR INSTALLATION....

N.B.-A special charge is made, for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES-CRIPTION IN STOCK. INCLUDING:-

DATTERIES,

MHEMICALS,

L LECTRIC BELLS,

Insulators,

Punjom Mining Co., Ld.—\$84. IGHTNING CONDUCTORS. CWITCHES,

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... TriPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply, to W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 9th March, 1897.

SIEN TING. SURGEON DENTIST, No. 10, D'AGUILAR STREET. TERMS VERY MODERATE.

Consultation free. Hongkong, 27th September, 1898. DENTISTRY

SUI SANG, (Lately Practising, with, Dr. I. SAKATA), No. 4, Queen's Road Centralist Hongkong, 8th March, 1899.

MEE CHEUNG. PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN

IS now in a position, in his New and Commodicus Premises, to eclipse, as heretofore ALL PHOTOGRAPHIC ART PRACTICED in the Colony, or in any part of the Far East? GROUPS AND VIEWS

Ice-House Road.

a speciality. Hongkong, 22nd, September, 1898.

LET'EM ALL COME

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, 2nd May, 1899.

NOTICE.

RESPONSIBLE FOR DEBTS. "Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crows of the following Vessels during their stay in Hongkong Harbours HUTTON HALL, British ship, Thurber.-Chas.

NOTICE.

E. Richardson & Co.

THE OFFICES of the "HONGKONG Rev. F. Flynn, R.N. Mrs. Simmonds" I TELEGRAPH" have This Day been Mrs. Horder removed to No. 50, QUEEN'S ROAD Hon, and Mrs. R. D. Hospital Sisters CENTRAL, Second Floor, (the premises formerly occupied by Messrs, POWRLL & Co.) | Miss Ormabic. which address all communications should Mr. A. I. Richardson. "dressed

ETH. F. SKERTCHLY; Manager

Share Market.

LATEST QUOTATIONS (September 25th.)

Banks. Hongkong and Shanghai Banking Corporation The Bank of China & Japan, Ld.—(Preference)

The Bank of China & Japan, Ld.-(Ordinary) The Bank of China & Japan, Ld.—(Deferred)— National Bank of China, Ld.-\$261.

Marine Insurances. Union Insurance Society of Canton, Ld. -\$260. China Traders' Insurance Co., Limited-565. North China Insurance Co., Ld.-Tis. 200. Yangtsie Insurance Assoc. Ld.--\$122}. Canton Insurance Office, Ld.-\$150. Straits Insurance Co., Ld.--\$5.

Fire Insurances. Hongkong Fire Ins. Co., Ld. -\$335 China Fire Ins. Co., Ld.—588.

Shipping. Hongkong, Canton, & Macao Steamboat Co., Limited -- \$301. Indo-China Steam Navigation Company, Ld.

China and Manila S.S. Co.; Ld.-\$90. Douglas Steamship Co., Ld.-\$49. China Mutual S. N. Co., Ld.—(Preference) fig. to buyers. China Mutual S. N. Co., Ld.-(Ordinary)-

£5.10 buyers. China Mutual S. N. Co., Ld.—(Ordinary)—£: Star Ferry Co., Ld.-\$19.

Refineries. China Sugar Refining Co., Ld.-\$147. Luzon Sugar Refining Co., Ld.-\$54. Mining.

Do. Preference Shares-\$2. Société Française des Charbonnages du Tonkin-\$230 buyers.----Queen Mines, Limited-So.50. Jelebu Mining and Trading Co., Ld.-\$14. Raub A'lian Gold Mining Co., Ld. Olivers Freehold Mines, Ld.—(B) 571.
Olivers Freehold Mines, Ld.—(B) 571.
Olivers Freehold Mines, Ld.—(B) 571.

Co., Ld.—\$2.70. Docks, Wharves and Godowns. Hongkong & Whampoa Dock Co., Ld.-530. Hongkong and Kowloon Wharf and Godown Company, Limited-\$98. Wanchai Warehouse and Storage Co., Ld. - 545. New Amoy Dock Co., Ld.-\$18.

Lands, Hotels and Buildings. China Provident Loan and Mortgage Cp., Ld. Hongkong Land Investment and Agency Co.,

Kowloon Land and Building Co., Ld.—\$29. West Point Building Co., Ld. -\$35. Hongkong Hotel Co., Ld.-\$133. Humphrey's Estate and Finance Co., Ld.-

Miscellaneous. Green Island Cement Co., Ld.—\$28. China-Borneo Co., Limited-101. A. S. Watson & Co., Limited - \$16,75.

Hongkong Electric Co., Limited-\$13: Hongkong and China Gas Co., Ld.-\$130. Hongkong Rope Manufacturing Co., Ld. -- \$190. Geo. Fenwick & Co., Ld.-\$421. . Hongkong Ice Co., Ld. -\$130. Hongkong High-Level Tramways Co., Ld.-

Dairy Farm Co., Limited—\$6. Hongkong & China Bakery Co., Ld.—\$25. Campbell, Moore & Co., Ld.—\$15. Bell's Asbestos Eastern Agency, Limited—£1

Bells Asbestos Eastern Agency, Ld.—\$5. Carmichael & Co., Limited.—\$8. Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ld.-\$60. Ewo Cotton Spinning & W. Co., Ld.-Tls. 68. International Cotton M'fg. Co., Ld.-Tls. 75. Laou-kung-mow Cotton Spinning & Weaving Co., Ed.—Tis. 77%.

Soy Chee Cotton Spinning Co., Ld.-Tis. 350. Yahloong Cotton Spinning Co., Ld.-Tls. 55.: Tehrau Planting Co., Ld.-54 per share. Tebrau Planting Co., Ld.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.) Telegraph Address-"Rialton

EXCHANGE."

Hongkong, 25th September.

ON LONDON, Telegraphic Transfer.1/112 Bank Bills, on demand 1/11 5/16 Credits, 4 months' sight1/114 D'ments, 4 months' sight 1/112 ON PARIS. Bank Bills, on demand2.45 Credits, 4 months' sight......2.50. ON NEW YORK, Bank Bills, on domand ...47 UN BOSIBAY, Telegraphic Transfer144 On demand ,....,144? ON SHANGHAI, Telegraphic Transfer723

Private, 30 days' sight73 ON YOKOHAMA, T.T.4 per cent. prem. Sovereigns, Bank's Buying Rate\$10.26 Gold Leaf 100 touch, per tael53.40

Dollars. 21 percent prem.

OPIUM QUOTATIONS... Hongkong, 25th September.

New Malwa.......750/770 per picul.

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VESSELS IN PORT. Steamers.

Mr. Kinghorn

Mr. J. Kirkwood

Mr. J. M. de Zuinga

Bygno, Norwegian steamer, 772, C. Brekke, 23rd Sept., - Canton 22nd Sept., General. -Sander, Wieler & Co.

CHINA, American steamer, 3,187, W. B Seabury, 21st Sept.,—San Francisco 25th Aug., and Shanghai 18th Sept., Mails and General-P. M. S. S. Co. CHWNSHAN, British steamer, 1,282, J. F.

Messer, 20th Sept., -Sourabaya 11th Sept., General.—Bradley & Co. EASTERN, British steamer, 3,600, Winthrop Ellis, 21st Sept., Sydney 25th Aug., and Manila 18th. Sept., General.-Gibb, Livingston & Co.

EMPRESS OF JAPAN, British steamer, 5,904, G. D. Bowles, R.N.R., 12th Sept.,-Vancouver 22nd Aug., and Shanghai 9th Sept., Mails and General.-C. P. R. Co. HANOI, French steamer, 738, Pannier, 23rd

Sept.,-Pakhoi 20th Sept., and Hoihow 22nd, General.—A. R. Marty. KOSAI MARU, Japanese steamer, 1,418, Nagao, 21st Sept, -Nagasaki and Swatow

20th Sept., General.—Nippon Yusen Kaisha. LEGAZPI, Spanish steamer, 565, Antonio Tribar, 4th Sept.,-Manifa 1st Sept., General.—Order.

NANYANG, German steamer, 983, Th. Lehmann, 9th Sept.,-Taiwanfoo and Amoy 18th Sept., General.—Douglas, Lapraik & Co. PHRA CHOM KLAO, British steamer, 1,011, Fowler, 21st Sept., -Bangkok 10th Sept., and Swatow 20th, General.-Yuen Fat

PISA, German steamer, 2,888, J. Fendt, 22nd Sept.,—Amoy 21st Sept., General.—Carlowitz & Co.

SUEVIA, German steamer, 4,129, Förck, 14th Sept. Swatow 13th Sept., General. Siemssen & Co.

TAI LEE, German steamer, 828, T. Calender, 20th Sept., -Hongay_17th Sept., Coal. -Shewan, Tomes & Co.

l'Alvuan, British steamer, 1,459, R. Nelson, 3rd Sept.,-Melbourne 22nd July, Sydney 29th, Brisbane 1st Aug., Townsville 4th, Cooktown 6th, Thursday Island 13th, Port-Darwin 17th, and Manila 31st, General.— Butterfield & Swire.

TRITOS, German steamer, 1,033, P. Lassin, 21st Sept. Saigon 16th Sept., Rice .-Siemssen & Co.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th Sept.,-Manila and Sept., Ballast.-Arnhold, Karberg & Co. ETHA RICKMERS, German ship, 1,754; Joh.

Beneke, 22nd Sept.,—Cardiff 13th May, Coal,—Arnhold, Karberg & Co. GOVERNOR ROBIE, American ship, 1,627,

Nichols, 21st Aug.,-New York 5th May, Kerosine Oil.—Standard Oil Co. HUTTON HALL, British ship, 1,989, Thurber, 5th Sept., Tacoma 25th June, Flour,— Order.

Josephus, American ship, 1,547, P. Gilkey, 30th Aug., -- New York 25th April. Case Oil.—Srandard Oil Co. MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept .- New York - 24th April, Case Oil.—Standard Oil Co. RETRIEVER, British schooner, 96, Parker, 8th

Sopt.,-Honolulu 16th July, Ballast.-SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine Islands
23nd Aug., Ballast.—Order.

ST. DAVID, American ship, 1,400, Lyons, 16th Aug.,—San Francisco 3rd June, Flour. VALKYRIEN, British bark, 498, J. R. Hall, 23rd Sept., -Rajang, Borneo, 3rd September, Timber. -Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 13th, 1869... Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. Jantchichl. Russian torpedo boat, 87 tons, 4 ... q.f. guns, 3,000 i.h.p., Commander A. H. Smith Dorrien, cruising..... Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,

Comdr. E. J. W. Slade, Foochow. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising. Barfleur, 1st class battleship, 13,000 tons, 14

guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising, Bonaventure, and class cruiser, 4,360 tons, 18 gomere, C.B.; R.N.; Hongkong.

Centurion, 1st class battleship, 10,000 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.

Dapane, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising, Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Liout-Comdr. C. Chadwick,

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, Firebrand, 3rd class gunboat, 455 tons, 4 guns,

360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., Hongkong. Harl, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18guns, Capt. G. Callaghan, cruising.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong. Iphigenia, and class cruiser, 3,600 tons, guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising. Linnet, gun-vessel, 756 tons, 2 heavy guns,

6-pounders, 870 i.h.p., Commander W. W.

Smythe, cruising. Orlando, British cruiser, 5,600 tons, Capt. Burke, Japan. Peacock, 1st class gunboat, 755 tons, 6 guns 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Licut.-Comdr. J. F. E. Green, Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De N

Cowper, Foschow. Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon H. Lambton, en route Singa-Rattler, 1st clade gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut. Com. The Hon. G. A. Hardinge, Foochow. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 l.h.p., Foochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong. Undaunted, ist class cruiser, 5,600 tons, 12

-guns,-8,500-i.h.p., Capt. A. C. Clarke, cruising. Victorious, British battleship, 14,900 tons, 32, guns, 12,000 i.h.p., Captain A. Schomberg,

Waterwitch, surveying vessel, 620 tons, Commander WAP. Dawson, Chusan. Whiting, twin screw, torpedo-boat destroyer, 1320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising. Wivern, coast defence ship, 2,750 tons, 4 guns,

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

, 1,000 i.h.p., Hongkong.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai. Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao. Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 3-5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur. Allout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun-vessel, twin screw, 950 tons,

13 guns, 1,150 h.p., Captain Boisman, at Nagasaki. Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock.

Galdamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock. Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt.

Boubenoff, at Port Aathur. Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serobriamikoff, at Port Kreytser, Russian cruiser, 1,300 tons, 18 guns,

1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostock. Navarin, Russian battleship, 10,000 tons, 10 guns, -9,000 h.p. Captain Tenriche, at

Vladivostock. Nayesanik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur. Opparily, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Pamiat Asova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock.

Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur. Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock. Sissol Veliky, Russian battleship, 10,000 tons,

to guns, 8,500 j.h.p, Capt. C. Parenayo, at Port Arthur. Strootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff,

at Port Arthur. Vladimir Monomach, Russian cruiser, 6,000 -tons Prince Ouchtomaky, at Port Arthur.: Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.

Vakout, Russian gunboat, 16 guns, 890 h.p., at Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILIA. (SEA GOING)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed: 21 Raval. 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Sweaborg, 1st class, Russian torpedo boat, 69 ---tons, 3-guns, a-torp-tubes-780 h.p., speed (1st and 2nd class.) Forel, Russian torpedo boat, 23 tons, 1 gun,

guns, 970 h.p., 19 knots. Nargest, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Noverossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Pedorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Skorpion, Russian torpedo bont, 23 tons, 1 gun. 220 h.p., 16 knots. Sootchina, Russian torpedo bont, 87 tons, 2 guns, Brisk, British cruiser, 1,770 tons, 6 guns, 1,600 Sterlaid, Russian torpedo bost, 23 tons, 1 gun,

180 a.D. Te knots.

Straver, Russian torpedo boat, 23 tons, T gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo bont, 140 tons, guns, 1,800 h.p., 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns,

1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff: * Flagship of Rear-Admiral F. V. Dubossoff.

Flagship of Rear-Admiral Requireff. -

THE FRENCH SQUADRON. Aspic, French gunboat, 463 tons, 6 guns, 45; h.p., Captain Journet, at Saigon. Bayard, French flagship, 5,968 tons, 36 guns

4,500 h.p., Capt. Joannht, at Yokohama. Beautemps-Beaupre, French cruiser, 1,346 tons 14 guns, 895 h.p., Captain Ternet,

Bruix, French cruiser, 4,750 tons, 16 guns 8,800 i.h.p., at Saigon. Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon. Descartes, French protected cruiser, 3,985 tons,

36 guns 631 i.h.p., Captain Bernard, at Nagasaki. Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay. Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.

Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Jean Bart, French cruiser, 4,500 tons, to guns, 8,000 i.h.p., Capt. Aubin, at Foochow. Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.

Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizci, at Pluvier, French despatch-boat, 545, tons, 4

guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon. Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at

Vouban, French flagship, 6,150, Capt. Boutet at-Haiphong. Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok. † Flagship of Rear-Admiral Gigault de

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.

Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 3 guns, 5,360 h.p., Capt. Plachet, at Seoul. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow. Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at

Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-Moswe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.

Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow. † Flagship of Rear-Admiral von Diederichs.

* Flagship of Prince Henry of Prussia.:

THE AMERICAN SQUADRON. Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsythe, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Mamila. Callao, U.S. gunboat, 137 tons, I gun, 55 h.p., 2 boots (Schichau), 90 tons, 3 torpedo-tubes; Lieut Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.

Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. G. W. Pigman, at Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt. Com. J. B. Briggs, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.

Glacier, U.S. refrigerator ship, Comdr. C. H. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila. Munila, U.S. gunboat, 1,057 tons, 2 guns, 750

h.p., Lieut.-Comdr. Frederic Singer, at Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila. Nanshan. Ù.S. collier. · · Oregon, U.S. 1st class battleship, 10,288 tons,

16 guns, 11,111 h.p., Capt. G. F. F. Wilde. at Manila. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila. Vorktown, U.S. gunbont, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Vosemite, U.S. converted cruiser, 6,179 tons,

10 guns, 3,800 h.p., Capt. G. E. Ide, at

Post Office.

A Mail will close:-

Zafiro, U.S. dispatch-vessel.

For Swatow and Bangkok-Per.P. C. Klass to-morrow, the 26th instant, at 9 A.M. For Swatow-Per Nanyang to morrow, the 26th instant, at 10 A.M.

For Amoy-Per Cheang Chew to-morrow, the 26th instant, at Noon. For Manila, Port Darwin, Thursday Island; Cooktown, Townsville, Brisbane, Sydney and Melbourne-Per Talyuan on Wednesday the 27th instant, at/10 A.M. 🐊

For Swatow, Amoy and Foochow-Per Hair ching on Wednesday, the 27th inst., at to A.M. For Amoy, Shanghai, Nagasaki, Kohe, Yokohama, Victoria and Vancouver, B.C.-Per Empress of Japan on Wednesday, the 27th instant, at II A.M.

For Kongmoon and Samshui-Per. Wackows on Wednesday, the 27th instant, at 4 P.M. For Thursday, Island, Townsville, Brisbane, Sydney and Melbourne-Per Futami Marie on Friday, the 29th instant, at 3 P.M. For Kongmoon, Kumchuk and Samshul-

Per Samshui on Friday, the 29th Institut 4 P.M. For Europe, &c., India, via Tuticoria Per-Valetta on Saturday, the 30th inst, at 11 A.M. Robilla on Saturday, the 30th instant, at 3 P.M. Pr. Canton Hung Room Singapore Penang and Rombay Day For Singapore, Penang and Bombay, Per Bring St. St. Bring St. Burger Bur

JAPANESE MEN-OF-WAR

Battleships. Paskins : 1st class, 12,460 tons, 36 guns, 14,000 h.p., at Yokohama. Full, 1st class, 12,450 tons, 38 guns, 14,000 hp., at Nagasaki. · Chinyen, and class, 7,330 tons, 22 guns, 6,200

h.p., Yokohama. Coast Defence Ships: Malsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila. Itsuskuskima, ist class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki Hashidate, ist class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu. Kongo, and class, 2,550 tons, 13 guns, 2,035

Hiyei, and class, 2,550 tons, 13 guns, 2,035 h.p., Heiven, and class, 2,600 tons, 15 guns, 2,400

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.

Voshino, protected cruiser, Ist class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Naniwa, protected cruiser, ist class, 3,709 tons, 24 guns, 7,120 h.p., at Manila, Takacailo, protected cruiser, 1st class 3,700 tons, 24 guns, 7,123 h.p.

Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 n.p. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila. Akitsusu, protected Druiser, 1st class, 3,150 20 guns, 8,500 h.p. Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.

20 guns, 6,080 h.p. Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.: Akitsushima, protected cruiser, 1st class, at Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Idsumi, protected cruiser, 1st class, 2,950 tons,

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p. Yaeyama, 3rd class 7,600 tons, to guns, 5,630 Tsukushi, grd class, 1380 tons, 12 guns, Bloops and Corvettes. Musashi, 1,490 tons, to guns, 1,600 h.p. Katsuragi, 1,480 tons, 10 guns, 1,600 h,p

Tenriu, 1,550 tons, 10 guns, 1165 lup. Kaimon, 1,360 tons, 10 guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p. Gun-boats. Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo. Alago, 620 tons, 10 guns, 700 h.p.: Maya, 620 tons, to guns, 700 n.p.: Chickey 620 tons, 10 guns, 700 h.p., at Fusan Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 hip.

Chinto, 490 tons, 5 guns 472 inp.

5,500 h.p

Yamato; 1,480 tons, 10 guns, 1,000 li.p.

Chinesi, 490 tons, 5 guns, 472; h.p. Chin Hoku; 490 tons; 5 guns; 472 hip. Chin Put, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p.r. Torpedo-gunboat. Tatsutu, 875 tons, 6 guns, 5 torpedo tubes.

Ikadusch. labanese torpedo-boat, destroyer 331 tons, Comdr. I. Ishida, Hongkong. Kotaka, 190, tons, 6 torpedo tubes, 1,400 h.p. 14. boats (Creusot), 56 tons, 2 torpedo tubes, 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo-tubes,

Torpedo-boats.

1,300 h.p. boats (Yarrow), 40 tons, 3 torpedo-tubes, Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., 10 boats (Yarrow), 40 tons, 3 torpedo-tubes, Lieut.-Comdr. N. J. K. Patch, at Manila: 620 h.p.

Miscellaneous, Rinjo, armoured cruiser, 2,530 tons, 10 guns, (used as gunnery transing ship.). Kanjiu, sailing-ship, 877 tons, 6 guns! (used as training ship,) Manjiu, sailing-ship, 877 tons, 6 guns.

(used as training ship.) Trukubu, wooden screw steamer, 1,989 tons Jo guns, 520 h.p. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns, (used as a hulk.) Jingel wooden paddle steamer, 1,465 tons, 2

(used as torpedo training ship: RIVER STEAMERS SCHOONERS

AND LOROHAS.

Fatshan, British steamer, 2.260. L. Dick. Hongkong, Canton, and Macao Steamboat! Ho-nam, British steamer, 1,377, H. D. Jones, -Hongkong, Canton, & Macao Steambout

Powan, British steamer, J. 800, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235; C. V. Lloyd, Butterfield & Swirers Hol-tong, Chinese steambre 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski, Tai

Hongkong and Macao. Heungshan, British steamer, 1,055, W. B Clarke, Hongkong, Canton and Macho

Chun Wal, British steamer, - Kwong Wan S.S.

On Steamship Co.

Macao and Canton. Lungshan, British steamer 108, Morrison Hongkong, Canton and Macao Steamboat Kiangtung, Chinese steamer, 503, Holmes,

China Merchant Steam Navigation Co. Canton and West River City of Whampon, Chinese steamer, 40,-Air

Sun Chow, Chinese steamer -- Ah Yon. Hongkong and West River -Suikong, British steamer 3259; Kwong, Watig Cheung Kong, Y. Kun, 58, - Kwong Wan, S.S.

Lil, American lorcha Wuchow British steamen R. D. Thomas ----Hongkong Canton and Macao Steamboat Samshui, British steamer Summers, a Hong-Kong Canton Macao Steamblat Co. J. M.

Lorchus and Schooners For Nagasaki, Kobe and Yokohama Per Kutsing, lorchar too Raynolds, Hongkong to

Enote:

For Shanghai, Nagasaki, Kobe, Yokohania, WCRABBOSKO KUCCELLY BANG OF BROOK AND THE STATE OF ST